



# **messing about in BOATS**

Volume 14 - Number 18

February 1, 1997



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Special Features This Issue  
"The Pinnacle With the Bonnet on It"  
"Kayaking Kauai" - "AERE" ...An Inflatable Catamaran"





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## In Our Next Issue...

We'll have a couple of long adventure tales; Lee Hartman's "Lake Arthur Souveniers" and Bill Foden's "Living Aboard Shantyboats".

Project reports will include Herb Telshaw's "My Kayak Trimaran", *American Agriculturalist's* 1880's feature "How to Build a Small Boat", Part 11 of Don Elliott's "Building Paradox", and a different sort of project, the Lake Champlain Maritime Museum's search for historic shipwrecks in "Surveying Lake Champlain" by Art Cohn..

We plan a rather lengthy feature we call "The Bronze Age" including reports on Jim Reinert's "Classic Herreshoff Blocks", Michelle Post's "Sculpture as Hardware" and Jack McKee's "Oarlocks on Your Own" (how to become a foundryman).

## On the Cover...

The replica colonial vessel *Maryland Dove* under sail last season. Mark Fisher describes his time spent as crew aboard her in this issue.

## Commentary...

The new catalogs are coming in this time of year and two that recently turned up reminded me of just how much the simple sport of rowing is gaining in public awareness and participation. Oakes Ames' *Rowers Bookshelf* and Alex Bridges' *Watermark...the Rower's Resource* are both first class, full color, multi-page catalogs right up there with Eddie Bauer and L.L. Bean (well, not quite as many pages yet...).

Rowing, a burdensome task from bygone times, has been transformed into a leisure time recreational activity in our modern all-powered world. Imagine a fishing schooner from *Captains Courageous* arriving today in Gloucester as the Blackburn Challenge is getting underway! What would they think of people rowing for fun?

True, the cult of rowing as a sport for the affluent developed some 150 years ago in rowing clubs and universities, divorcing itself then from the still routine use of dories, peapods, wherries, whitehalls, and all the other traditional small rowing craft as working craft. Like most sports, competitive rowing moved on to a professional stage, but widespread rigging of races on which much money was being bet led to the collapse of the "pro circuit" and it never came back. For this entire century rowing has been an amateur game.

The boats developed into highly refined racing machines, and are substantially unchanged over the last 100 years, other than in the adoption of modern materials. The one technological innovation that arose, sliding riggers instead of sliding seats, proved to be some 5% faster, man for man, the first year it appeared in the world championships, so the establishment outlawed it from sanctioned competition and the sliding seat setup remains essentially universal today.

Rowing that is descended from this past carries with it today all the attributes of an upscale sport. Most of its adherents are still drawn from collegiate competition, many subsequently joining long established rowing clubs. Arthur Martin's introduction of his Alden Ocean Shell opened things up somewhat, not only encouraging established rowers to go out on rougher water than was safe in the traditional rowing/racing shells, but also making this sort of boat accessible to those not already trained from collegiate experience.

More obscurely, rowing traditional pulling boats has been enjoying growth, spurred on by the growing interest in building these boats. We have chronicled many events involving the slower, clunkier traditional rowing boats over our 14 years of publication, and have found this less elitist sort of participation encouraging, especially the growing youth rowing opportunities at public school levels in larger multi-oared boats.

Well, the two catalogs are an indication that now there may be sufficient interest out there in rower land to make offering a wide array of publications and clothing, gear and trinkets just to those who row, a commercial reality. The U.S. Rowing Association, national sanctioning body for serious rowing competition, has long had limited offerings of such peripheral materials, but only as an adjunct to its main business, running the sport.

The emphasis is still on the sliding seat rowing "shell" constituency rather than the workboat crowd, but the latter is now being catered to. Alex Bridge, in particular, is pushing the workboat theme with his Watermark "Workboat" and "Row Hard" tee shirts, models of traditional rowing boats, reproductions on postcards of old timey rowing scenes, and even an old fashioned metal statue of a doryman as a decorative accent for the home.

The publications are almost all devoted to sliding seat rowing, Ames' *Rowers Bookshelf* catalog offers an amazing number of titles devoted to this rather narrow niche in the sporting world. One I read many years ago when I was rowing some in a Rangeley Lake Guideboat I had restored, is Stephen Kiesling's *The Shell Game*, a great read about the mystique, almost religious fervor, surrounding the Yale crew in which the author participated. Not a how-to book at all.

And then there are the prints and posters of bygone rowing scenes, John Gable seemingly the acknowledged master of this genre. These are all nostalgic in tone, wistful visions of bygone scenes surrounding the competitions on which the sport is almost totally focussed. Glimpses of lost days of youth, perhaps for older ex-collegiate oarsmen, or the ongoing yearning for simpler times.

Oarsmen can also be oarswomen today, and Bridge is encouraging the women with his "Strong Women Row to Win" program. He contributes a portion of proceeds from the sale of his "Strong Women" apparel to this program to "build awareness of the important contribution women are making to this sport."

Ah, yes, the clothing. Whatever game you play today you gotta have the right attire, not just to take part in the sport, but also to appear in, apres' sport. Rowing is no different. These latter clothes are all very much the same from one outdoor game to another, save for the logos on the jackets and hats, the tee shirt mottos and illustrations, and perhaps detail differences in construction. If you row you need this stuff so others will know you row when you're away from your boat.

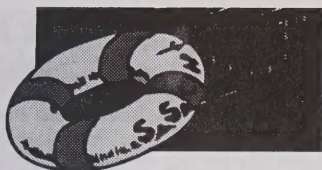
Rowing has not been served by any periodicals such as canoeing and kayaking enjoy, other than the U.S.R.A. magazine devoted to that group's interests. We do give everyday rowing some attention, and a while ago a reader started up his own rowing magazine, but it failed to attract sufficient subscribers. In reading the Watermark catalog I spotted a notice about a publication entitled *The Independent Rowing News*. It is described as "A powerful, up-to-date rowing newspaper packed with race articles, results, schedules, interviews, etc." It doesn't sound like "messing about in rowing boats" to me., but I'm going to get a copy to see.

If you'd like to get either of these catalogs for winter reading, I encourage you to order them, they do give you an insight into what the sport is becoming.

*Rowers Bookshelf* is free from P.O. Box 368, Eliot, ME 03903, (800) 626-1535.

*Watermark...the Rower's Resource* is \$2 from P.O. Box 1037, Kennebunk, ME 04043, (207) 985-7621. Alex Bridge puts the \$2 into his programs supporting amateur rowing.





## Small Boat SAFETY

### The Nav Rules and You

By Tom Shaw, U.S.C.G. Auxiliary

Every five years each member of the Coast Guard Auxiliary who is rated as "coxswain" and can skipper a boat on an Auxiliary patrol must perform a series of on-water tasks under the critical eye of a "Qualified Examiner" and must pass a written test on the Navigation Rules.

I am acutely aware of these requirements as this is my "fifth year." I am spending cold weather time reviewing the very well-written Coast Guard Navigation Rules publication (COMDINDST M16672.2B, available to the public) and several almost simultaneous thoughts come to me.

First, the Inland and International Navigation Rules make real sense. They have evolved over decades and the writers have a wealth of experience on which to draw. One might wish they had a little more skill with English prose, but all the information is there for the careful reader.

Second, you and I, recreational boaters, need only a few of the rules **MOST OF THE TIME**. Few of us, for example need to know (to pick an extreme example) that if we see a yellow light flashing once every second for three seconds followed by three seconds of darkness and again the flashing we are encountering a submarine. If, however, we boat off the mouth of the Thames River near New London, Connecticut, this might be a vital piece of information. My point, of course, is that most small boat skippers will realistically need only a small percentage of the total Nav Rules. What we don't use regularly we forget, which why the Auxiliary insists on a re-test every half decade.

Make a comparison between the marine navigation rules and the Rules of the Road we use as we drive our cars x-thousand miles a year. These points come to mind:

The Navigation Rules and the Rules of the Road both exist to prevent collisions, but since cars and trucks are restricted to paved highways there are far fewer possible "collision situations" for the motorists when compared to the potential for boaters. A second point is that most of us (sadly) spend 50 or more hours in our cars for each hour at the helm. The "experience factor," the sheer repetition of exposure to the road lights and signs, enables us to react and avoid collision without conscious thought of the rules. I have to wonder, however, what the comparison really is between "hours driven" motor accidents and "hours at the helm" collisions at sea. While I know of no study on this, my strong guess is that the boater is way ahead on safe hours at the wheel.

The point of these somewhat meandering thoughts is that because you and I as recreational boaters do not **need** the Navigation

Rules very often, we tend to forget them (if we ever learned them in the first place). Now that winter is upon us and our boating is restricted, let me suggest a review of the Navigation Rules. I confess I would not have done my own review had I not been required, but once into it reading the sometimes dry prose conjured up countless situations from past boating seasons. I had a chance to re-think what I had done, to learn where I had been right, where I had been wrong and where I had been just plain lucky. I had a chance to learn what my proper action should be in dozens of real life situations. I'll be a better boater for this Nav Rules review. You will be, too.

### "The Old Ed Stories"

By Eric Russell



### The Brass Mouse

One time we stopped in South Street for a couple of days. In those days, South Street was known as "The Street of Ships" because of all the bowsprits overhanging the street from the East River docks. At that time the East River was one of the major shipping routes of the eastern seaboard. Everything from 20-foot clammers and fishermen to giant "Downeast" square-rigged sailing ships tied up there. Now any maritime trade still operating in and around Manhattan is on the Hudson River side of the island.

Being at loose ends, except for when I had to serve port watch to see that various unattached parts of our coaster did not wander, I strolled up to Chinatown. On Mott Street, in a curio shop, my eye caught on a cunningly wrought brass mouse. It was tagged at \$50. The store owner would not haggle on the price.

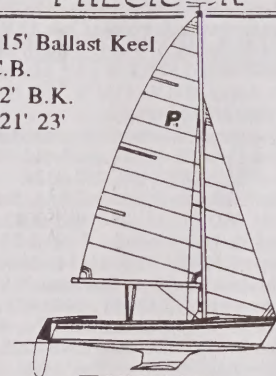
Not only would he not come down, he told me that if I wanted its story it would cost me another \$100. I paid the \$50 and left.

As I walked down the street with the mouse in hand, I saw a mouse start to follow me. He was soon joined by another. By the time I reached the Bowery there were hundreds following me. People were staring. When I reached my dock, I was running and South Street looked as though it had a fur coat from curb to curb. Unhesitatingly, I ran to the pier head and threw the mouse into the river. The mice followed it into the water as though hypnotized. They did not even try to swim.

Shaken, I went back to the shop. The store owner asked me whether I was ready to give him the \$100 now. "No," I replied, "I would like to get a brass statue made to look like my captain."

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## ANTIQUÉ & CLASSIC BOATING

Chesapeake Bay Chapter ACBS, P.O. Box 6780, Annapolis, MD 21401.

Lawley Boat Owners Association, P.O. Box 242, Gloucester, MA 01931-0242. (508) 281-4440.  
N.E. Chapter Antique & Classic Boat Society, 140 Powers Rd., Meredith, NH 03253, (603) 279-4654.

Old Boats, Old Friends, P.O. Box 081400, Racine, WI 53408-1400. (414) 634-2351.

Penn Yan Owners, c/o Bruce Hall, Rt. 90, King Ferry, NY 13081.

## BOATBUILDING INSTRUCTION

Alder Creek Boatworks, 15011 Joslyn Rd., Remsen, NY 13438. (315) 831-5321.

Antique Boat Museum, 750 Mary St., Clayton, NY 13624. (315) 686-4104.

Brookfield Craft Center, P.O. Box 122, Brookfield, CT 06804, (203) 775-4526.

Center for Wooden Boats, 1010 Valley St., Seattle, WA 98109. (206) 382-2628.

Chesapeake Bay Maritime Museum, P.O. Box 636, St. Michaels, MD 21663. (410) 745-2916.

Connecticut River oar & Paddle Club, 18 Riverside Ave., Old Saybrook, CT 06475. (860) 388-2343, (860) 388-2007.

Floating the Apple, 400 W. 43rd St. 32R, New York, NY 10036. (212) 564-5412.

Glennmar Community Sailing Center, c/o Back River Recreation Council, 8501 La Salle Rd. Suite 211, Towson, MD 21286. (410) 252-9324.

John Gardner School of Boatbuilding, Box 2967, Annapolis, MD 21404, (410) 867-0042.

International Yacht Restoration School, 28 Church St., Newport, RI 02840, (401) 849-3060.

Lake Champlain Maritime Museum, RR#3 Box 4092, Vergennes, VT 05491. (802) 475-2022.

Mariners' Museum, 100 Museum Dr., Newport News, VA 23607-3759, (804) 596-2222.

Maritime Heritage Alliance, Box 1108, Traverse City, MI 49685. (616) 946-2647.

North Carolina Maritime Museum, Harvey W. Smith Watercraft Center, 315 Front St., Beaufort, NC 28516, (919) 728-7317.

Northwest School of Wooden Boatbuilding, 251 Otto St., Port Townsend, WA 98368. (206) 385-4948.

San Francisco Maritime National Historic Park, Bldg. E, Fort Mason Center, San Francisco, CA 94123. (415) 929-0202.

South Street Seaport Museum, 207 Front St., New York, NY 10038. (212) 748-8600.

Sterling College, Craftsbury Common, VT 05827, (802) 586-7711.

Wooden Boat School, P.O. Box 78, Brooklin, ME 04616. (207) 359-4651.

## BOATING SAFETY INSTRUCTION

U.S. Coast Guard Auxiliary Flotilla 403, 315 Paradise Rd., Swampscott, MA 01907. (617) 599-2028.

## CONTEMPORARY YACHTING

Sail Newport, 53 America's Cup Ave., Newport, RI 02840. (401) 846-1983.

## MARITIME EDUCATION

Lake Schooner Education Association, Ltd., 500 N. harbor Dr., Milwaukee, WI 53202.

Nova Scotia Sea School, 1644 Walnut St., Halifax, NS B3H 3S4, (902) 492-4127.

The River School, 203 Ferry Rd., Old Saybrook, CT 06475. (860) 388-2007.

Sea Education Association, Inc., P.O. Box 6, Woods Hole, MA 02543. (508) 540-3954.

Wooden Boat Foundation, Cupola House, #2 Point Hudson, Port Townsend, WA 98368.

## MARITIME MUSEUMS

(Maritime Museum News, P.O. Box 607, Groton, MA 01450-0607, specializes in this field of interest).

Adirondack Museum, Blue Mountain Lake, NY 12812. (518) 352-7311.

Antique Boat Museum, 750 Mary St., Clayton, NY 13624, (315) 686-4104.

# Activities & Events Organizers '97...

A new year is here and even though winter will be with many of us for several more months we can start to think about what we might want to be doing when our season gets going.

As a center of a sort of small boating communications network, *Messing About in Boats* hears from many, many people. We receive a steady stream of news releases from a variety of organizations which offer activities ranging over the whole messing about scene, and we are frequently asked by individuals to direct them to some special interest group or organization or event.

To expedite this we publish this "Activities & Events Organizers" listing. We cannot possibly publish announcements of the hundreds of activities that take place monthly, and we don't want to spend a lot of time either on the phone or answering letters from individuals inquiring about opportunities. Instead we periodically publish this list and suggest that readers contact any of these that seem to offer what it is they are looking for.

If you do not find what you want in this listing, then contact us, we may be able to help you. But bear in mind that everything we hear goes onto this list, we're not holding anything back.

Calvert Maritime Museum, P.O. Box 987, Solomons, MD 20688, (410) 326-2042.

Cape Ann Historical Association, 27 Pleasant St., Gloucester, MA 01930, (508) 283-0455.

Cape Fear Maritime Museum, 814 Market St., Wilmington, NC 28401, (910) 341-4350.

Chesapeake Bay Maritime Museum, P.O. Box 636, St. Michaels, MD 21663-0636, (410) 745-2916.

Connecticut River Museum, 67 Main St., Essex, CT 06426. (860) 767-8269.

Erie Canal Museum, 318 Erie Blvd. E., Syracuse, NY 13202, (315) 471-0593.

Essex Shipbuilding Museum, Box 277, Essex, MA 01929. (508) 768-7541.

Gloucester Adventure, P.O. Box 1306, Gloucester, MA 01930-1306.

Havre de Grace Maritime Museum, P.O. Box 533, Havre de Grace, MD 21078.

Hudson River Maritime Museum, 1 Rondout Landing, Kingston, NY 12401. (914) 338-0071.

Hull Lifesaving Museum, 1117 Nantasket Ave., Hull, MA 02045, (617) 925-5433.

Independence Seaport Museum, Penns Landing, 211 S. Columbus Blvd, Philadelphia, PA 19106-1415. (215) 925-5439.

Lake Champlain Maritime Museum, RR#3, Box 4092, Vergennes, VT 05491. (802) 475-2022.

Lighthouse Preservation Society, P.O. Box 736, Rockport, MA 01966, (508) 281-6336.

Long Island Maritime Museum, P.O. Box 184, W. Sayville, NY 11796. (516) 854-4974.

Maine Maritime Museum, 243 Washington St., Bath, ME 04530. (207) 443-1316.

Marine Museum of Upper Canada, c/o The Toronto Historical Board, 205 Yonge St., Toronto, ON M5B 1N2, Canada, (416) 392-1765.

Maine Watercraft Museum, 4 Knox St. Landing, Thomaston, ME 04861. (800) 923-0444.

Marine Museum of Fall River, Battleship Cove, Fall River, MA 02720, (508) 674-3533.

Mariners Museum, 100 Museum Dr., Newport News, VA 23606-3759. (804) 596-2222.

Maritime & Seafood Industry Museum, P.O. Box 1907, Biloxi, MS 39533, (601) 435-6320.

Maritime Heritage Alliance, Box 1108, Traverse City, MI 49685. (616) 946-2647.

Maritime & Yachting Museum, 9801 S. Ocean Dr., Jensen Beach, FL 34957. (407) 229-1025.

Milwaukee Lake Schooner Inc., P.O. Box 291, Milwaukee, WI 53201-0291. (414) 276-5664.

Mystic Seaport Museum, P.O. Box 6000, Mystic, CT 06355-0990. (203) 572-5315.

New Bedford Whaling Museum, New Bedford, MA. (508) 997-0046.

New Netherland Museum, Liberty State Park, Jersey City, NJ 07305. (201) 433-5900.

North Carolina Maritime Museum, 315 Front St., Beaufort, NC 28516. (919) 728-7317.

Peabody-Essex Museum, 161 Essex St. Salem, MA 01970. (508) 745-9500.

Plimoth Plantation, Plymouth, MA. (508) 746-1662.

San Diego Maritime Museum, 1306 N. Harbor Dr., San Diego, CA 92101. (919) 234-9153.

South Street Seaport Museum, 207 Front St., New York, NY 10038, (212) 748-8600.

Strawbery Banke Museum, P.O. Box 300, Portsmouth, NH 03802, (603) 433-1100.

Toms River Maritime Museum, Water St. & Hooper Ave., P.O. Box 1111, Toms River, NJ 08754, (908) 349-9209.

Ventura County Maritime Museum, 2731 S. Victoria Ave., Oxnard, CA 93035. (805) 984-6260.

## MODEL BOATING

Cape Ann Ship Modelers Guild, R57 Washington St., Gloucester, MA 01930.

Model Guild of the Ventura County Maritime Museum, 2731 S. Victoria Ave. Oxnard, CA 93035. (805) 984-6260.

North Carolina Maritime Museum, 315 Front St., Beaufort, NC 28516. (919) 728-7317.

Ship Modelers Association of Southern California, 2083 Reynosa Dr., Torrance, CA 90501. (310) 326-5177.

U.S.S. Constitution Model Shipwright Guild, c/o George Kaiser, 23 Mermaid Ave., Winthrop, MA 02152-1122. (617) 846-3427.

U.S. Vintage Model Yacht Group, c/o John Snow, 78 E. Orchard St., Marblehead, MA 01945, (617) 631-4203.

## ONE DESIGN SAILING

American Canoe Association Canoe Sailing, RRI Box 457, Green Lane, PA 18054. (215) 453-9084.

Bridges Point 24 Assoc., c/o Kent Mulliken, 101 Windsor Pl., Chapel Hill, NC, (919) 929-1946.

Cape Cod Frosty Association, P.O. Box 652, Cataumet, MA 02534. (508) 771-5218.

Hampton One-Design, c/o Scott Wolff, 3385 Kings Neck Dr., Virginia Beach, VA 23452. (804) 463-6895.

New England Beetle Cat Boat Assoc., c/o David Akin, 40 Chase Ave., W. Dennis, MA 02670.

West Wight Potter's Association, Southern California Chapter, c/o Roland Boepple, 17972 Larcrest Cir., Huntington Beach, CA 92647. (714) 848-1239.

## PADDLING

ACA New England Division, c/o Earle Roberts, 785 Bow Ln., Middletown, CT 06457.

Connecticut Canoe Racing Association, 102 Snipsc Lake Rd., Ellington, CT 06039, (860) 872-6375.

Finlandia Vodka Clean Water Challenge, 300 Central Park West #2J, New York, NY 10024. (212) 362-2176.

Houston Canoe Club, P.O. Box 925516, Houston, TX 77292-5516. (713) 467-8857.

Hulbert Outdoor Center, RRI Box 91A, Fairlee, VT 05045-9719. (802) 333-3405.

Maine Canoe Symposium, c/o Jerry Kocher, 41 Leighton Rd., Wellesley, MA 02181. (617) 237-1956.

Metropolitan Canoe & Kayak Club, P.O. Box 021868, Brooklyn, NY 11202-0040, (914) 634-9466.

Merrimack River Watershed Council, Lawrence, MA, (508) 681-5777.

New England Downriver Championship Series. (203) 871-8362.

Rhode Island Canoe Association, 856 Danielson Pike, Scituate, RI 02857. (401) 647-2293.

Riverways Programs, Massachusetts Dept. of Fisheries, Wildlife & Environmental Law Enforcement, 100 Cambridge St. Room 1901, Boston, MA 02202, (617) 727-1614 XT360.



Sebago Canoe Club, Paerdegat Basin, Foot of Ave. N, Brooklyn, NY 11226. (718) 241-3683.  
Washington Canoe Club, 8522 60th Pl., Berwyn Heights, MD 20740.

## ROWING

Amoskeag Rowing Club, 30 Mechanic St., Manchester, NH 03101, (603) 668-2130.  
Cape Ann Rowing Club, P.O. Box 1715, Gloucester, MA 01930, (508) 283-4695.  
Cape Cod Viking Club, c/o Bernie Smith, 2150 Washington St., E. Bridgewater, MA 02333, (508) 378-2301.  
Connecticut River Oar & Paddle Club, 18 Riverside Ave., Old Saybrook, CT 06475, (860) 388-2343, (860) 388-2007.  
Floating the Apple, 400 W. 43rd St. 32R, New York, NY 10036, (212) 564-5412.  
Maine Rowing Assoc., c/o Reg Hudson, P.O. Box 419, Southwest Harbor, ME 04679.  
Narragansett Boat Club, P.O. Box 2413, Providence, RI 02906, (401) 272-1838.  
New England Open Water Rowing Calendar, Frank Durham, 70 Hayden Rd., Hollis, NH 03049, (603) 465-7920.  
Ring's Island Rowing Club, c/o Pike Messenger, 32 Boston St., Middleton, MA 01948, (508) 774-1507.  
Riverfront Recapture, 1 Hartford Sq. W, Suite 104, Hartford, CT 06106-1984, (203) 293-0131.

## SAFETY EDUCATION

U.S. Coast Guard Auxiliary Flotilla 403, c/o Gary Cordette, 315 Paradise Rd., Swampscott, MA 01907, (508) 282-4580.  
United States Power Squadrons, National Boating Safety Hotline for course details in your area is (800) 336-BOAT.

## SEA KAYAKING

Atlantic Coastal Kayaker, P.O. Box 520, Ipswich, MA 01938, lists all sea kayaking activities that come to our attention.

## SMALL BOAT MESSABOUT SOCIETIES

Baywood Navy, 2nd St. Pier, Baywood Park, CA 93402.  
Midwest Homebuilt Messabouts, Jim Michalak, 118 E. Randall, Lebanon, IL 62254.  
Southern California Small Boat Messabout Society, 4048 Mt. Acadia Blvd., San Diego, CA 92111, (619) 569-5277.  
Washington Small Boat Messabout Society, Bob Gerfy, Seattle, WA, (206) 334-4878.

## STEAMBOATING

International Steamboat Muster, c/o Jean DeWitt, P.O. Box 40341, Providence, RI 02940, (401) 729-6130.  
New England Wireless & Steam Museum, 1300 Frenchtown Rd., E. Greenwich, RI 02818, (401) 884-1710.  
Steamboating, Rt. 1 Box 262, Midlebourne, WV 26149-9748, (304) 386-4434.  
Steamship Historical Society of America, 300 Ray Dr., Suite #4, Providence, RI 02906, (401) 274-0805.

## TRADITIONAL SMALL CRAFT

Barnegat Bay TSCA, c/o Tom Johns, 195 Shenandoah Blvd. Toms River, NJ 08753, (908) 270-6786.  
Center for Wooden Boats, 1010 Valley St., Seattle, WA 98109, (206) 382-2628.  
Connecticut River Oar & Paddle Club, 18 Riverside Ave., Old Saybrook, CT 06575, (860) 388-2007, (860) 388-2007.  
Delaware Valley TSCA, 482 Almond Rd., Pittsgrove, NJ 08318.  
Friends of the North Carolina Maritime Museum TSCA, 315 Front St., Beaufort, NC 28516.  
Long Island TSCA, c/o Myron Young, Box 635, Laurel, NY 11948, (516) 298-4512.

Oregon TSCA, c/o Robert Young, 16612 Maple Cir., Lake Oswego, OR 97034, (503) 636-7344.  
Patuxent Small Craft Guild, c/o George Sargent, 5227 Williams Wharf Rd., St. Leonard, MD 20685, (410) 586-1893.  
Potomac TSCA, c/o Bob Grove, 419 N. Patrick St., Alexandria, VA 22314, (703) 549-6746 eves.  
Sacramento TSCA, c/o Mike Fitz, 2831 Mattison Ln., Santa Cruz, CA 95065, (408) 476-2325.  
South Jersey TSCA, c/o George Loos, 53 Beaver Dam Rd., Cape May Courthouse, NJ 08210, (609) 861-0018.  
Traditional Small Craft Association, P.O. Box 350, Mystic, CT 06355.  
Traditional Small Craft & Rowing Association of Maine, c/o Jim Bauman, RR 1 Box 1038, S. China, ME, (207) 445-3004.  
Traditional Small Craft Club of the Peabody-Essex Museum, P.O. Box 87, N. Billerica, MA 01862, (508) 663-3103.  
Tri State TSCA, c/o Ron Gryn, 4 Goldeneye Ct., New Britain, PA 18901, (215) 348-9433.  
TSCA of West Michigan, c/o Mark Steffens, 6033 Bonanza Dr., Stevensville, MI 49127, (616) 429-5487.  
Upper Chesapeake Baymen TSCA, 3125 Clearview Ave., Baltimore, MD 21234, (410) 254-7957.  
Upper Mississippi Small Craft Association, c/o David Christofferson, 267 Goodhue, St. Paul, MN 55102, (612) 222-0261.

## TRADITIONAL YACHTING

Friendship Sloop Society, 14 Paulson Dr., Burlington, MA 01803-2820, (617) 272-9658.  
Great Lakes Wooden Sailboat Society, 31538 Center Ridge Rd., Westlake, OH 44145, (216) 871-8194.  
Noank Wooden Boat Association, P.O. Box 9506, Noank, CT 06340.  
Wooden Boat Classic Regatta Series, 323 Boston Post Rd., Old Saybrook, CT 06475, (203) 388-6657.

## TUGBOATING

Tugboat Enthusiasts Society of the Americas, 308 Quince St., Mt. Pleasant, SC 29464.  
World Ship Society, P.O. Box 72, Watertown, MA 02172-0072.



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## WATER TRAILS

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Washington Water Trails Association, 4649 Sunnyside Ave. N. Rm. 345, Seattle, WA 98103-6900, (206) 545-9161.

## WOODEN BOATS

Association of Wooden Boatbuilders, 31806 NE 15th St., Washougal, WA 98671.  
Center for Wooden Boats, 1010 Valley St., Seattle, WA 98109.  
Great Lakes Wooden Sailboat Society, 31538 Center Ridge Rd., Westlake, OH 44145, (216) 871-8194.  
Maritime Heritage Alliance, Box 1108, Traverse City, MI 49685, (616) 946-2647.  
Small Wooden Boat Association of Nova Scotia, P.O. Box 1193, Dartmouth, NS B2Y 4B8, Canada.  
The Wooden Boat Foundation, Cupola House, #2 Point Hudson, Port Townsend, WA 98368, (360) 385-3628.

## IMPORTANT NOTICE TO ALL ACTIVITY ORGANIZERS

Anyone wishing to present detailed specific information about their events or activities should contact us about advertising. It's inexpensive (as little as \$6 per issue to reach 4,000+ subscribers) and you get all the space you wish to buy.

Advertising should appear in an issue at least a month ahead of the date of the event involved. To meet this lead time we need your ad copy two months (60 days) prior to the date of the event. Events and activities advertising will appear in the 1st issue of each month on our "Happenings" pages where readers will be accustomed to looking for it.

By asking you to pay a modest sum for the space you need, we will be able to pay for the added pages that will come to be necessary to provide this service, something we cannot afford to do at no cost.

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# You write to us about...

## Your Projects...

### Solving a Whitehall Sailing Problem

I have been somewhat dissatisfied sailing *Undine*, my Jim Thayer New York Whitehall, with her behavior in stays and into the wind, so I borrowed a spare Grumman canoe sail from the sail house here at Sebago Canoe Club. The change in performance has got to be seen to be believed. The sail is just short of being blown out, but moving the center of effort aft with this sail to allow for the location of the centerboard is much more effective than moving the center of lateral resistance forward by adding a leeboard.

Any dissatisfaction with the boat is gone and I am making a gaff sail to take advantage of the lessons learned from the borrowed sail. The advantage of either gaff or sprit sail is that it can be reefed. Lateen cannot. This is a matter of safety as well as performance, as the boat is meant to be used in varying conditions.

The sail is being cut from an old Egyptian cotton jib that my sailmaker donated to me, knowing that I like to play with gadgets and ideas. The material is still strong and supple and, except for a few stains, is beautiful. There will be more later on making this sail and on its performance.

Eric P. Russell, Brooklyn, NY.

### So Much to Do

This has been a crazy year for me. Starting in January I was contracted to do the mechanical installations on a 65' catamaran party fishing boat. The contract was supposed to end by May. It is now the end of October as I write and we are still working on the big cat. In my spare moments I was able to build six Adirondack wherries, make two trips to New York, and four trips to South Carolina.

Prospects for next year are good. I have to build a new wherry mold, retool the interior mold, finish a Norwalk Island Sharpie 29, repair a hurricane damaged Islander Bahama 25, and build at least ten Adirondack wherries and two racing shells, and a skiff. This is a lot of work.

Joe Thompson, Hogtown Bayou Boatworks, Santa Rosa Beach, FL.

### This Stuff is Contagious

I've had a good boat year. I built a small canoe for my son and occasionally remember to let him use it instead of hogging it for myself. I finally got the catamaran sitting in my driveway into the water and sailing. A friend I brought along enjoyed it so much that he went out and bought his own sailboat.

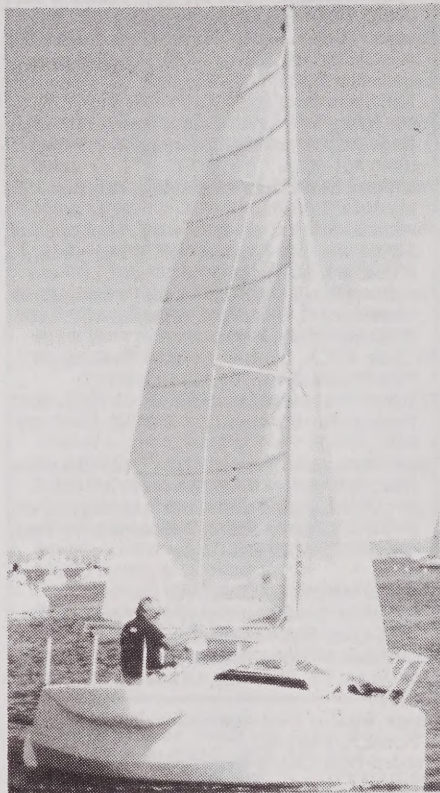
This stuff is contagious.

Timothy Cowden, Bryan, TX.

### Building a Bobcat

I am building a Bolger/Payson Bobcat which I sailed for the first time last August. I went to the Wooden Boat Festival in Mahone Bay, Nova Scotia and got hooked!

Jim Crane, Peterborough, NH.



### Suite Fourteen

I launched the first of the IO-14's of my design, *Suite Fourteen*, on August 17th. The boat is now undergoing sea trials. Her performance has exceeded my expectations. The 190sf working sail area is extremely easy to handle. I have sailed in winds exceeding 15 knots without feeling overpowered. She seems to accelerate instead of heeling over, so I haven't used the reefing system yet. My GPS has shown around 5.5 knots of boat speed close hauled. I have not used the water ballast as of early November, it will be the next step. Just sitting out on the extended decks covering the ballast tanks is like stepping on the throttle.

The extremely powerful 260sf asymmetrical spinnaker is hoisted from the retractable articulating bowsprit, about which some people have asked if I am carrying a cannon on the foredeck. The bowsprit is attached to a bent Harken track and a car and articulates about 44 degrees from the centerline.

Nils Andersson, 1269 Broadway, Suite 121, El Cajon, CA 92021, email: Nils.Sail@aol.com

### Melonseed a Wonderful Boat

I commissioned Tom Jones, author of *Low Resistance Boats* and builder in Tuckahoe, NJ, to build a 13' Melonseed skiff a year and a half ago. It was finished and launched this year with a sail by Stu Hopkins of Dabbler Sails. His ad in the magazine led me to him. The result has been a wonderful boat.

John Guidero, Vineland, NJ.

### Polytarp Results Startling

I was never happy with the as-designed sail I had professionally made for the Piccup Pram I'd built; there was nowhere to put the boom and spar when the sail wasn't set; it was a pain to set and take down out on the open water in a chop; and it swung around a lot in the same sort of conditions (I use my boat off an island off the coast of Maine).

Using a couple of articles you ran this summer for guidance, I laid out a quick and dirty brown poly-tarp (a little harder to find, but much more PC than blue) single sprit, boomless quadrilateral sail, using the time honored finger in the wind, some seat of the pants method of scientific sail design. I also opted to use double-sided outdoor carpet tape exclusively to hold the whole thing together, lapping the sail "cloths" by the tape width (1-1/2"), and then adding a reinforcing layer of polytarp and tape on both sides over the seam edge. I also wrapped a 3" polytarp strip and tape around the periphery, and added triangular gussets at the corners to complete the sail.

The results were startling, and I would highly recommend this construction method to anyone. It took only a few hours start to finish, short dollars, and I lucked out with perfect set and draft; the boat even points better than it does with the professional sail. Other benefits include the fact that, with a single short sprit only about a foot longer than the mast, I can wrap the sail and sprit around the mast in no time and set sail again in less.

The single sprit sets the sail much more effectively, and the heavy construction is actually a benefit in a chop without apparent sacrifice in light air. Instead of the old rig flopping and flapping around in a seaway and light air, this one stays still and holds the wind. I expect that Jim's designed rig is great for fairly smooth lakes where its size is an advantage, but in my conditions, this rig is much more kindly and not noticeably slower (although I assume it must be, at least downwind). For my two cents, I think he should throw in a sail plan on this design as well with his standard plans, and let the builder chose which suits best.

Andrew Updegrove, 46 Gallison Ave., Marblehead, MA 01945.

### Testing & Adjusting My 10' Tri

I sold my 9' tri and now have my 10' trimaran main hull almost done. This has a Piver style right angle Vee-bottom which turned out very well. I put it in the pool next door and put two adults in it to check on the displacement, which came out about as I expected.

The extended beam across the amas will be 10' also with an attachable seat on either side spanning the akas which will enable the tri to be sailed flat. The main hull seats will be chair types.

I expect to have a 75sf sail, which will need a window in it.

I will install the telescoping amas without their center decks and fit jury rig leeboards that can be adjusted fore and aft to locate best balance. Then the daggerboards will be installed in the amas and decked over. This way I can test and adjust as the boat is built.

Ken Currie, Ft. Wayne, IN.



### Finished Duckah

Here is a photo of my finished Duckah. She went overboard the week before the St. Michaels Festival and sailed there both days. The Springfield Fan Centerboard and tip-up rudder add a great deal to Jim Thayer's hull and the nice sail made by Stu Hopkins of Dabbler Sails. It has been a nice project and there is much sailing remaining to be done.

John Hawkinson, Easton, MD.

### Two Boats Built, Two Boats Planned

Last summer I built two boats. The first was a 12' stitch and glue flat bottom cartop skiff of plywood, built from a scaled up cardboard model using no molds, with a sail cut from nylon flag cloth. It sailed fine with a reefed gaff rig and leeboards. For launching from parking lot to ramp I replace the leeboards with wheels, requiring just two bolts.

The second was also of plywood and meant to travel inside our station wagon, so it had a 5-1/2' waterline. But it wouldn't fit. I gave it a lot of beam and freeboard, slit the bottom halfway forward from the transom so I could bend it up and glue it Vee-bottomed. It rowed fine and with no skeg would spin on a dime. The U.S.C.G pamphlet information about capacity states that the number of persons a boat can hold equals the length multiplied by the width divided by 15. This little boat measured in at 1.02 persons! It was a most ungainly boat to handle ashore and I found the easiest way was to stand it on its transom on a two-wheeled cart and roll it down the gangway onto the dock.

Now I'm thinking about two more boats. The first is a Vee-bottomed sailboat with a sliding gunter rig, one reef, and I'll try for a 2.02 person capacity!

The second I'd like to try to work out is a leeboard arrangement for a canoe or kayak that when raised on the upwind side will pivot out flat so I could hike out on them to balance the boat. I get claustrophobia not being able to do this when sailing my kayak. A fixed hiking board on a Folboat kayak was pretty shifty, moving weight back and forth with the wind and not enough freeboard. I'm not yet ready for trapezes.

Jim Hodges, Wilmington, DE.

### Building a Cape Charles 18

I am building a Cape Charles 18. I have a friend (considerably younger) who accompanied me to the Small Boat Shop's Kayak Demo Day a couple of months ago in Norwalk, CT. I had previously been to one two years ago in New Rochelle at REI. My friend is quite knowledgeable about kayaks and wants to do some real kayak touring. I am a bit more conservative in my outlook, feeling that part-day trips will be fine. I don't want to sit for eight hours paddling, I think that would not be fun.

I considered other models and paddled many "sportier" boats, but two factors swayed me away from such speedsters. One is the fact that I am definitely getting older every year, the big 50 is not far away at all, and the other is that one of the uses I envision for this boat is to accompany us



when we drive up to Maine to visit Wendy's mother in Boothbay. That looks like nice kayak country but entails lots of open water (as does the Maine Island Trail) so I would feel much more secure in a high volume, high stability boat, even if it is a bit klunkier (is there such a word?) than the sleeker Patuxent or smaller Cape Charles models.

Interestingly, the weekend I winterized my sailboat prior to hauling I saw a kayak on a dock in the harbor that had been hidden by boats during the season. I left my name and the guy called. He and several friends built the Cape Charles 17 and are very happy with them. Some weigh what I do, 200lbs or so. I was going to ask him for a test paddle but unfortunately the weather has been really nasty and I have had trouble connecting with him. On that same day one of the club member's brother-in-law pulled up in his car carrying a Patuxent 17! He had only paddled it four times, loved it, but characterized it as "tippy". That could have a lot to do with his experience level.

As it happens, enough people asked about lessons that the Small Boat Shop has put together a course with ACA instructors that will be given repeatedly throughout the winter and spring. I'm taking it in December, three Sundays, four hours each session, on all kinds of kayak techniques including rescues, re-entries, etc.

Once I take that, if still alive (just joking here) I will take the second course, which covers just rolling. The first one is \$217 with two instructors and a max of six students; the second is billed as "semi-private" and is \$95 for one session. I am really looking forward to it. Having taught safe boating/sailing for many years I know how much I do not know. My friend, mentioned before, has been kayaking for 15 years or more and decided to take the course, too.

Lenny Lipton, Bethel, CT.

## This Magazine...

### An Outstanding Advertiser

I want you and you readers to learn of how outstanding one of your advertisers can be.

I have built a couple of strip boats and both times have sawn and routed the strips myself. It is a job I hate. There is a lot of waste and the quality is questionable because of variations in thickness and in the routing. I am presently building a 19' strip boat so I decided to order my strips from your advertiser, The Newfound Woodworks of Bristol, NH.

They made them very promptly. When I got them I could hardly believe the quality. It was superb. I ordered a total of 2,500' and I have yet to find a knot or even the slightest blemish. The wood is clear, clear, clear! Best of all, the beading is perfect! And they pack it in such a way that the edges of the concave side are not injured in the slightest. I can't even imagine making my own strips again. Their product is just about as perfect as you can get.

I am sure this is why their canoes are so beautiful.

John Gavitt Weeks, Cambridge, NY

### Table of Contents

I am frequently annoyed looking for an article in a back issue because there is no table of contents in each issue. Please consider a brief table of contents for the major articles.

Peter Haviland, Cushing, ME.

**Editor Comments:** This is something we should do and we will see if we can begin to include it soon.



The recent oil spill in Portland Harbor sends a wake-up call to all of us who love the Maine coast. The beauty we take for granted can be threatened overnight. But not every threat to the Maine islands is so dramatic. Other events taking place daily on the coast have a profound impact on the quality of the environment and our enjoyment. And these challenges are rapidly increasing. As some of the most ecologically fragile environments the islands are under pressure from many directions. Consider these current trends:

Interest in recreational boating, especially in sea kayaking, continues to increase. The number of sea kayak guide businesses operating on the Maine coast has more than doubled in the past five years. Registered power boats increased as well. Maine has over 80,000 boats registered for use on the coast; and human powered boats are in addition to this. The coastal islands are the destination of choice.

Conflict and resentment is building among users and between users and communities. Island owners as well as coastal residents and islanders have expressed their concern for the future of the islands as recreational users are more and more prominent on the islands. Some have called for restrictions on access to launching sites and the islands.

MITA's monitoring program shows that the trend of increasing recreational use of Maine's coastal islands is resulting in adverse effects on the physical environment, the visitor experience, and possibly on wildlife.

MITA plays a vital role amidst these challenges. The Maine Island Trail Association is uniquely positioned in both the recreation and conservation communities, with both groups looking to MITA for solutions.

So far, MITA has made a big difference. Our mission places this volunteer-based organization at the center of an important trend in natural resource management: Stewardship of the islands by those who use them. But to continue to carry this responsibility, MITA needs to sustain its financial strength. Look at what MITA has accomplished so far:

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Your membership gift (less \$10 direct cost of benefits) is tax deductible. Maine Island Trail Association membership benefits include Guidebook and regular updates, *Island Trail* Newsletter, invitation to Annual MITA Conference, and recreational access to private islands in the trail system as part of the stewardship program.



## Building an Island Preservation Constituency

As America's oldest volunteer waterway association, MITA is a recognized national leader in the stewardship approach. MITA's members are schooled in low-impact recreation and serve as ambassadors for thoughtful care of our unique coastal environment. MITA's volunteerism and its partnerships with conservation organizations and state and federal agencies are models now being put into action across America. MITA firmly believes, and its eight years of experience attests to this, that the best possible care for fragile environments comes from informed users.

In Maine, MITA's ability to gather volunteer resources and put them to use for direct care for the islands is the key to its success. Over 200 volunteers provide personal stewardship and give hands-on help with MITA monitoring projects. The result is that islands in the Maine Island Trail are among the best cared for islands on the coast.

Our Island Monitoring Program is the only survey of its kind being done in the state. The results of this season-long survey provide much needed data for recreation and conservation planning by MITA and coastal organizations and agencies.

But, in face of the growing challenges to the islands, MITA must do more. Several environmental and social issues require action now:

Many recreational boaters are uninformed about low-impact use techniques and unaware of wildlife concerns, the dangers of open camp fires, fragile soils, and more. A large number of kayakers occupy and may dominate community launching sites, inadvertently putting pressure on these community resources. MITA must continue its energetic intervention as mediator to find creative solutions without restricting access to islands and launching sites.

Already successful in encouraging a stewardship ethic and low-impact use techniques among its members, MITA needs to expand its educational programs. Our goal is to reach double the number of users with our Fragile Lands brochure and Stewardship Training workshops.

We need to continue the development of a Long-Term Island Recreation Management Plan, a project which is essential to ensuring future enjoyment and care for coastal islands. Available state-owned islands cannot support the growing interest and use in coastal recreation. MITA must take the lead in working with public and private interests in planning and acquisition of additional coastal sites for recreation.

This is an active and engaged agenda. To make all this possible takes financial stewardship as well. In fact it takes more financial resources than membership dollars can supply. Only 45% of MITA's annual budget comes from basic membership fees. The rest must come from those who recognize the value of MITA's unique contribution to protecting the coastal environment.

The contribution of these extra dollars in the past year were well spent. During the past year MITA expanded its activities among the islands. MITA has:

Developed a highly acclaimed Stewardship Training workshop series for members and other groups.

Expanded the number of trained volunteer boat skippers to provide weekly and semi-monthly surveys of use for 70 islands. This committed group of 30 skilled volunteer skippers put in over 100 days this season to monitor island use and to work in collaboration with other groups and agencies such as Acadia National Park.

Placed Island Visitor Log boxes on specific heavy-use islands as a better way to communicate with visitors and analyze use patterns.

Organized 20 service projects and cleanups, bringing more than 100 volunteers out to the islands to remove shoreline waste, repair eroded banks, and redirect visitor traffic to prevent further environmental damage.

Provided stewardship information to hundreds of island visitors and potential visitors through conversations with MITA stewards on islands.

Distributed 10,000 Fragile Lands stewardship education brochures to potential island visitors through cooperation with 150 marinas, yacht clubs, and businesses.

Collected data from over 1400 logs submitted by volunteer stewards, members, and other groups. This is more than last year and twice the number of logs received two years ago. It demonstrates the increased cooperation among other groups and MITA members and further enhances our ability to analyze use from the observations of those who are visiting the islands.

Brought together parties concerned with recreational use to plan new programs and strategies to manage use now and in the future. We invited representatives from recreation and conservation organizations and outdoor recreation businesses.

Moving into the new year, MITA invites your inquiry into membership or ways in which you can participate, either in person or financially, to carry on this long term commitment to preserving access to the recreational opportunities of the Maine coast islands while preserving these islands' natural environment.

How to reach MITA's Rockland office: P.O. Box C, Rockland, ME 04841-0735. 328 Main St. Suite 201. Phone (207) 596-6456. Fax (207) 596-7796.

How to reach MITA's Portland office: 41A Union Wharf, Portland, ME 04101-4607. Phone (207) 761-8225. Fax (207) 761-0657.

E-Mail: MITAONLINE@AOL.COM.





In 1895 the Haslem family moved from coastal Maine to Cathlamet, Washington, an isolated community on the lower Columbia River, to become pioneer loggers and salmon fishermen.

In 1908, my wife's grandmother, Florence Haslem, returned to her birthplace in Ellsworth, Maine, to visit relatives. While there for several months, she sent back this picture of a newly launched schooner and two newspaper articles from *The Ellsworth American* about the boat and its builder. We don't know if it was a coincidence that the schooner *Nellie* had the same name as her mother, Nellie Haslem, but the photo and the stories of its launching and maiden voyage provide a fascinating glimpse into the times.

### "Launching of the *Nellie*:"

The first launching in Ellsworth since the schooner *Harry W. Haynes* slipped down the ways nineteen years ago took place last Saturday noon, when the trim and sturdy little schooner *Nellie*, built by Charles H. Curtis, took her maiden dip. There was not a hitch in the launching. The little vessel took the water gracefully and shot across nearly to Indian Point, where she was brought up by the anchor. There was no formality to the launching but quite a number of people gathered to witness it.

The *Nellie* is a staunch schooner of sixty tons, designed and built throughout by Mr. Curtis, and built on honor, which means that she is of the best construction, well timbered and well fastened. She is ready for sea except for sails and running rigging. She is seventy-three feet over the hull, twenty-one feet wide with a hold six and a half feet deep. She will carry 100 tons.

**Schooner *Nellie* a Flyer  
Trimmed Some Fast Ones and Gets  
Herself Talked About  
Charles H. Curtis, builder, owner and**

## All About The *Nellie*...1908

By Tom & Susan Carter

captain of the little schooner *Nellie*, launched last fall, sends *The American* a letter telling of her behavior on her maiden trip to New York with a load of potatoes. He writes:

"When we towed around Indian Point, amid the tooting of whistles, I admit feeling a little anxiety as to how the little vessel would behave in a seaway. When we reached the spindle at the mouth of the river, I took the time. Less than five hours later we were anchored at Owl's Head, a run of about fifty-five miles. I did not give this much thought for sailing, as I had made as good time as this before.

The next morning we got under way with a fair wind, and in less than ten hours we were in Portland. When we came through Fox Island thoroughfare, there were a number of vessels there with two anchors ahead, and tied up as snug as could be. Some of the men on board them knew us and waved their hats as we passed. Going to Portland we were not in company with any vessel.

We laid in Portland three or four days. Quite a large fleet of vessels came in, the largest of them bound around Cape Cod. Sunday morning dawned with a nice fair wind. In a short time all hands were starting. We were among the last to get out for we were a small vessel and went well up in the harbor.

That night at dark we were the head boat of the fleet and almost up to Thacher's Island. There our course was shaped for Cape Cod and the next morning, with very moderate winds, we fell in with a big three master that had shaped her course straight from Portland. We were the first vessel in

the fleet to reach the foot of the shoals.

From there we had headwind, the first time we had to try her this way. She did very nicely that evening, beating up to the north shore where we got a good night's rest. The next morning the wind was still ahead. We kept her off for Nantucket to see a would-be buyer of a schooner. Here we laid over for a week with a headwind blowing hard. We sold some of our potatoes here.

The channel out was only 200 feet wide but when the wind had moderated we beat out very handily and beat to Vineyard Haven, where we laid for another week.

It was a head wind when we left here with a fleet of vessels, and for the first time the *Nellie* was out-sailed. A large six master of the Palmer fleet passed us with ease. We bowed to this very gracefully, for she was out of our class. But this was the only time the *Nellie* was "trimmed" on the passage from Ellsworth to New York.

When we got into Long Island Sound we made a harbor in Duck Island roads where we fell in with some of those center-board sound schooners. After I had been in New York about two weeks, a complete stranger running around from one ship's broker's office to another, (for this was the first time I have been here in twenty-seven years) I heard the marine men talking about the little unknown white schooner that had "trimmed the Graham", one of the fastest on Long Island sound.

I did not let them know who I was, but I thought it funny to be in one of the largest commercial ports of the world and hear so many comments and also have so many visitors, ten times as many as there were in her home town, to see a little vessel that one could almost put in his vest pocket.

But I built better than I knew. As for her sailing, I attribute part of this to Capt. P.W. Alley, who came out with me, for I do think if there are any sailing qualities in a vessel, he will bring them out."



There she sat, sweet curves of the hull sweeping up into the complex web of wood and plastic that is her rig, gently held by her ten dock lines against her home pier. I was tired, coughing and buzzy from the exertion of clearing her 20th century gear out for the touring hordes of the morrow. And remembering the sharp smell of the fractured wood of the cathead.

What makes us spend so much effort on that beautiful web? How can we feel so bitter when...

Sarah and I came aboard Saturday morning. The Chesapeake fall was progressing with a cold drizzle blowing in from the north. The *Maryland Dove* was berthed at Sandy Point as part of the Chesapeake Appreciation Days Festival. The commons area of the park was filled with exhibitor's tents, the docks were jammed with skipjacks and cruisers and the grass was sodden with the rain.

No visitors, who would be crazy enough to leave his or her Sunday paper behind and pay money to tromp through the swamps between the unheated exhibits? The DNR's rescued owls and vultures sat quietly, the beer truck operator huddled in with the crab soup vendor and the private exhibitors quietly visited each other.

The *Dove* lay at her berth, dripping quietly, with punctuation of whooshing splashes as the awning relieved itself periodically.

The trip up had had high points, I learned. While the leg from St. Mary's to Oxford had been without favorable wind, the following legs to Cambridge and from there to Sandy Point had been glorious. In the spirit of exploration the fore bonnet had been bent to its sail and this, along with slacking the parrels and fully hoisting the fore yard, had allowed the *Dove* to point higher into the wind than she had ever done before.

There was a happy crew and a sizable deck load of guests that blew up the bay to Sandy Point. In order to get the guests to their promised rides, the last part of the trip was motor assisted with arrival a little after sun-

*Dove* underway.



## The Pinnacle with the Bonnet On It Or... How I Spent My Fall Vacation

By Mark Fisher

down. It had been blowing southerly for several days with a full moon to raise the tides, but there was only six inches of water under the keel in the channel.

In the night a cold front moved in, bringing steadily damper weather as the day wore on. The weatherman's forecast was uniformly optimistic, "clear by afternoon," then "clear by tomorrow," then "partial clearing tomorrow." And the wind from the north built up.

In the afternoon our captain decided that we needed to leave Sandy Point before ALL the water blew out of the channel. Our departure was to be at the evening high tide Saturday night. At closing we cleared for night running, striking awnings, rigging running lights and moving safety gear into place. I was asked to develop courses and distances for the 60-minute trip around to Annapolis. As I bent over the chart below, to keep out of the now steady rain, I heard the busy thumping that means getting underway, engines warming up, lines cast off, fenders hauled aboard, etc.

I emerged with my scrap of courses and distances to find papyrus reeds rushing by on each hand as the *Dove*, under engine power with the wind at her back, rushed out the narrow, dogleg channel from Sandy Point to the bay. My wife Sarah was at the helm, smoothly and quickly feeding in corrections to the rudder. At the dogleg the wind that had rushed us out the channel now tried to push us against the Kent Island bridge. Sarah had the tiller hard over against the bulwarks, and we finally came up onto our course. We got our first view out the channel to the bay and saw the fruits of the day's building norther in the smutty light of a dirty sunset. A sharp chop was pounding at the breakwater that sheltered the channel, sending sheets of spray across the channel.

When the *Dove* reached the end of the breakwater she felt the chop as well, dropping her bows into each trough and shoveling water across her decks. We headed up into the wind, away from the bridge, and felt the keel touch the bottom lightly, then again. We fell off, back to the channel, one last touch and we were out, past the outer buoys and into the night.

The next several legs went "as planned," with buoys showing up through the murk where and when I had predicted. I had laid out our turn for the Annapolis harbor channel to be by a pair of unlighted buoys. We over-shot them and didn't pick up the channel buoys amid the confusing lights of the harbor until we were much farther south than we should have been. A 90 degree turn and a half-mile run back north put us on track and we came into our berth at City Dock with few new excitements.

It was a misty and cold Halloween. We amused the restaurant-going locals when we came ashore with our foulies for dinner (they thought we were in costume as sailors) and

retreated to the ship for the night. It had been quite a Saturday.

Sunday was DAMP, cold and blowy with drizzle and a little ship's work to fill the day. We shuttled cars around, said good-bye to my wife and others of the crew, hello to their replacements, did our final re-provisioning (including a nifty rain hat) and waited for sun. I think we had ten minutes worth, then more rain. The efforts of the mates and the bos'un were apparent as there were very few deck leaks. Our captain decided to keep our secure quiet berth for the coming night and make our run to London Towne Publicke House on the South River early the next morning.

Well rested, we headed out toward South River. It was clear and a beautiful dawn. Crab pots were thick and hard to see in the early glare. The captain had scouted the intended berth at London Towne Publicke House and knew that it was marginal in depth, but with a good holding sandy bottom. In order to assist us in pulling off if we were touching bottom, and to reduce the strain on the elderly dock, we prepared to set a breast anchor.

On approaching the pier, we motored upwind of the pier, dropped the anchor, then fell back on the rode, the captain playing the engines against the rode to allow us to easily place our mooring lines on the isolated pilings that flanked the pier. We were secure and ready for the planned 250 school kids by our promised 9:30 opening.

It was windy! We rigged handlines on the dock to keep the fourth graders from taking a swim. I was happy with my foulies on as the "interpretive staff" donned period garb. Even two layers of wool can be chilly in a 30 mph wind! The school tours went without incident. I got my first chance to see the stories that are used to share the *Dove*'s history with school kids and was impressed by the background preparation shown by some of the teachers, as well as the kids' questions.

The wind continued and the school tours were replaced with general public visitors, helped by good publicity in the local paper. Finally, a little after sunset, we called it a day. The berth had proved less active than we had feared and the captain decided to remain on the pier until high tide next morning. After a hearty shipboard dinner we turned in, ready to get underway at dawn.

Aground! The wind had continued through the night and high tide in the morning was no higher than low tide the day before. We turned to and did everything we could think of to heel the ship to help us float off. All sail was set and trimmed aback. All deck cargo was shifted to the low side. All below decks cargo was shifted to the low side. The high side murderer was dismounted and brought forward and to the side. Then we turned to the anchor rode, brought it around the windlass and HEAVED until it was bar taught. No movement.

Perhaps rocking the ship would help. We "sallied the ship," walking from low to high side in time to the ship's period of swing. The ship rocked but didn't move. I incautiously remembered out loud that men-o-war in similar situations had given each crew member a cannon ball to carry to increase the shifting weight (thinking we were safe, as we had no cannon balls). The captain remembered how heavy the rope fences were and we resumed "sallying" with the fences in tow. It did rock more, but not enough.



By now, the ebb current was pronounced and the water level was below anything we had seen the day before. We would have to try again on the evening tide. The wind was finally dropping and there was a good chance of adequate water then. But there was a schedule clock ticking. Two of the crew had Wednesday commitments. The captain decided to do a night run down the bay if we got off that evening. There was also an astronomical clock ticking as the moon was waning and we were leaving spring tides behind, not to return for two weeks.

The order of the day was thus rest and preparation for the night's run. After all was readied for the evening's attempt to get clear, I went up to tour the gardens while the mates went back to the Publicke House to take measurements of some of the furniture. As I returned to the *Dove* I heard hollow thumps coming from below. The captain had excavated a hatch in the deck of the master's cabin and was mining Belgian ballast blocks. We joined in and eventually got 1000 pounds of stone out of the stern and onto the dock.

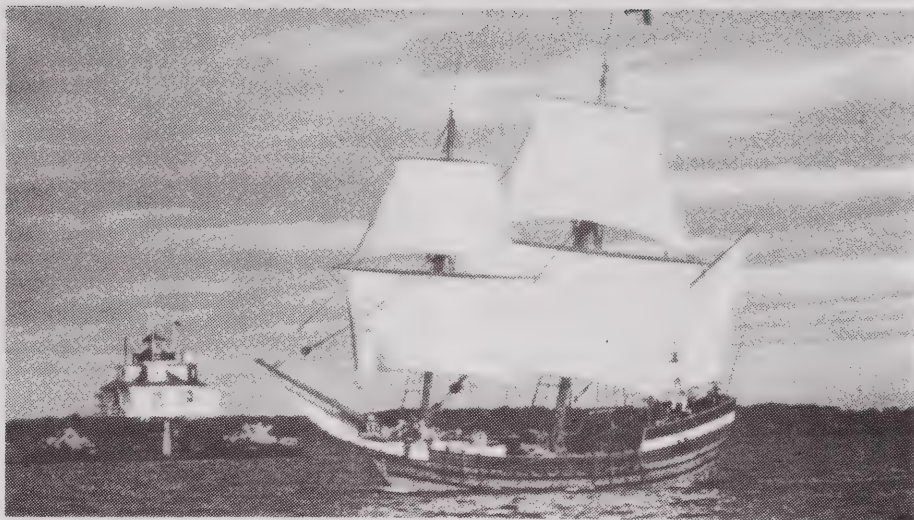
The ship was a sad sight, decks in disarray, sails aback, heeled sharply away from the dock and strapped in place by the hard bottom. But the tide WAS coming in, the wind now was quite light and the sun was warm. At 3:30 in the afternoon we were napping, some talking quietly to a local visitor, when a large power boat sent a wake toward us. We lifted! We jumped to the windlass and put an extra strain on the rode. We shifted! Back to the windlass, our visitor helping, and inch by inch we dragged ourselves out to the channel. We had a gift of two hours of extra daylight for our run south. We returned our guest to his dock further down the river and headed out to the bay. The heavy crab pot population was easy to dodge in the afternoon light and we were soon headed out on our 50-mile run down the bay, motoring in light headwinds.

As night fell we set up a strict rotation, each crew member taking a half-hour in the positions of lookout, navigator and helmsman in turn, then having an hour off watch. I made up a "nest" in the bows as far away from the pound of the diesels as possible by wrapping my sleeping bag with a heavy canvas to stop the wind.

The run was familiar to all of us and we smoothly shifted through the positions. The moon was coming up and there was moonlight all night, filtered through various types of thin clouds. In the chaos of the preceding day, my foulie pants had been covered up and my gloves had never dried after Saturday and Sunday, but my upper body was warm. My nest was heavenly, but re-emerging from it made the cold cut in doubly. It took 20 minutes on deck to readjust to the weather.

Around midnight the mate produced a hearty dinner of Szechwan beef, keeping the fires stoked, and we continued to roll south. Cedar Point showed up on the horizon and the lights of the mid-channel ship lane buoys marched by well to port.

When I was awakened at 0100 I was horrified by the cold. A head breeze had sprung up, magnifying the wind chill factor. On top of that we were running just below point No Point and there were crab pots in 40 feet of water. The lookout had to stare through binoculars for a fleeting glimpse of a darker spot in the waves lit by the moonlight. If the darker spot reappeared, the helmsman would be



*Dove* sails past Thomas Point Light.

conned around the pot float. The activity was spiced by the view of pots no one had seen slipping close by our side. We rounded Point Lookout at 0230, steering well off the point to reduce the risk of fouling the props on crab pots.

When I awoke we were turning in to the channel to Point Lookout Marina where we would refuel in the morning. Crab pots were thick again. The lookout called out another one, the helm maneuvered to avoid it and a horrible shudder shook the ship, telling us that we had snagged it. The captain put the engines into neutral, then reverse, but it wouldn't shake off. We proceeded up the channel under 20% power, thinking of how (or who) was going to clear the line from the prop. With the wind blowing off the dock we made a ticklish approach to a fairly tight berth and secured the ship at the gas dock. We were cheered to see the crab pot float that had hobbled us bob up in the prop wash as we maneuvered toward the dock. We then turned in until the marina would open at 0800.

The next day, Wednesday, was beautiful. The mate left to take an exam, one crew left to advise students and another crew member showed up to help bring the *Dove* to her home dock. After fueling we headed out. The wind was building southerly but as we were short-handed we didn't bother setting sails, rather unbending the mizzen and the fore in preparation for winter's downrig. The captain worked up a plan of approach to the dock. It would involve a fairly tight turn and an upwind approach. I would pass the stern line first, then the bow line would be passed, using a heaving line to make sure it would reach the shore.

The shore party was there waiting on the outer dolphin. We headed up toward the dock losing way into the wind and then heading off to kick the stern in within throwing distance. My throw was wide but she got it, dropped it over the piling and skipped forward to get the bow line. The ship started to blow away from the dock as planned and I scrambled to haul in the slack of the stern line clear of the prop. There was a creaking, line coming taught? No! The creaking turned to a splintering as the just repaired cathead snagged a piling and was folded back as the 55 tons of ship slid slowly by. The bow line was passed and the *Dove* was brought to. Safe, but not unscarred.

Boats break things that stick out. The

catheads themselves have stayed broken for most of the life of the *Dove*, only to finally be repaired last winter. If you lined up all the jib booms that have been broken by sailing ships they would stretch across Delaware (probably). But when it happens there is a quiet bitterness. "All the perils avoided, all the challenges overcome and now this."

We all pitched in, helping to clear the ship for display. There were jokes but they were subdued. Looking back as she sat at her dock, I wondered what was there. I remembered days in the shop plaiting robands, scraping spars, teaching seizing. I remembered the trust I put in the other crew as I turned in to my nest the night before. I remembered the trust the captain showed as he did the same on the trip down the bay. Rather than argument, the FACT that we were out on the bay and returned safely was the proof of the accumulated trust and effort put forth by all her crew.

The opportunity to be there through ALL the phases of the ship's life is valuable and unique. Each knot I tie, each knot I teach, can help to promote this expression of mutual faith. I'm proud of the *Dove* and to be a member of her crew.

Sunset underway aboard *Dove*.





To set the scene, I began sailing six years ago, at age 51, after purchasing a 20-year-old Thunderbird 26 sloop. The first year was spent overcoming my fears about running aground, getting knocked over in a sudden gust or even falling out of the dinghy on the way from the dock.

The last day of the first season was marked by losing the rudder and getting towed by the marina operator from whom I rented my mooring. Having survived this, I told my friends that this had been the most joyful summer since high school vacations and how I looked forward to my next season.

When that time arrived, I had installed a used loran and prepared myself for more expansive explorations of the Maine coast. By the July 4th week I had found sufficient time in my schedule to permit a week's cruise. I persuaded my wife that it would be an adventure and we set out with our bulldog, Burbank, who, after all, only wanted to be with his people.

We sailed from Casco Bay to North Haven Island with the usual stops along the way at Boothbay and Port Clyde, allowing the loran to guide us from waypoint to waypoint, each carefully entered the day before we started. After a night at the Pulpit Harbor Inn as a concession to Sheila, who prefers inns to boats, we set sail around the northern and western shores of the island to meander through the Fox Islands Thorofare.

We had had three days of virtually perfect sailing conditions and this day started out no differently, except that we were going in the same direction that the wind was coming from.

No matter, we tacked when necessary and noted that the haze was becoming more pronounced and the shore was becoming less so.

Now I had read about fog and people had told me about it. I had also dutifully read much material about navigating in fog. Intellectually, I knew that it was inevitable that I would find myself in the stuff one day but I know now that I wasn't really prepared for the inevitable.

I knew of a few things that I was supposed to do, like taking a fix on some landmark before the fog closed in, like putting up the radar reflector so other boats could see you, and blowing the little shaving cream can horn that destroys the ozone layer.

At any rate, I could see that the haze was becoming fog and it was closing in on us rapidly. I gave Sheila instructions to start the outboard while I dropped the sails and eyeballed Drunkard Ledge, which was disappearing in the mist about a hundred yards off our starboard stern. At least that's where it was relative to my position at the mast.

I fetched the radar reflector from under various material in the lazarette and fumbled it up the mast with the main halyard, being careful to tie another line to the bottom so that I could get it down again. I haven't the slightest idea how long this took, but when I looked around I found that we were totally enveloped in gray. It was so thick that it stuck to my glasses and dripped from the bottom rims. By this time Sheila had started the motor and we were powering slowly forward. Now which direction was Drunkard Ledge?

I hurried below to consult the chart. While on the previous days I had carefully plotted our course and fed the waypoints into the loran, this day was simply a sail around the is-

## Sailing Into the Inevitable

By Paul Brown

land with the shore in sight. No need to plot a course. Right!

At this point, I thought there was no alternative but to plot the course, figure the coordinates of the waypoints and enter them into the loran. I hurriedly set about doing this, instructing Sheila to maintain a course of 180 at two or three knots.

The course was to a gong at the westerly entrance to the channel between North and Vinyl Haven Islands, turning about 90 degrees, leaving the monument on Fiddler Ledge to port, then heading about 45 degrees to a nun and then pick our way to an anchorage. Somewhere.

I figured the coordinates to the gong and punched them into the loran, read the new required heading and so instructed Sheila. So far, so good. I was a little apprehensive but things were under control, or so I thought.

The VHF, which had been quiet, crackled to life. "Securete, securete, securete: All concerned traffic, this is the *William Silsby* bound from North Haven to Rockland...." The *William Silsby* is the Rockland to North Haven ferry. I'm not sure what else the voice said, but I knew he would be passing through the area that I expected we would be occupying. I called back, trying to sound professional, "This is the sailing vessel *Brownsco*. We are in the area of Drunkard Ledge. Do you read? Over."

The ferry captain's voice came back, "Yes, what is your heading?"

Well, I must admit that this exchange embarrasses me to this day. I include it as it is part of the mismanaged affair and to illustrate the point that I was inexperienced as hell and scared half to death. I didn't know what my heading was other than generally south, so I said so, repeating nervously, "Do you read? Over."

By now he had my number, and sounded annoyed when he said, "Yes, I read. Your position is near Drunkard Ledge." He signed off and I made one final inane comment like, "My radar reflector is up, wave when you go by. It's kinda lonesome out here."

As I look back on it, I think I rather hoped that he would inquire if I were lost, and offer to come and guide me to a safe mooring, but I certainly was not going to admit how scared I really was.

I went back to the chart and plotted the second waypoint, an imaginary spot in the water just south of the monument. Suddenly Sheila called from the tiller, "Paul, I see land."

I emerged from the cabin, this definitely did not sound right. I looked forward and an indistinct blur quickly formed into a mass of rocks lined with cormorants gazing at us with ill disguised malevolence.

"SHEILA." (I might have screamed it), "TURN! TURN! THAT'S NOT LAND, THAT'S ROCKS!"

Sheila turned. The old *Brownsco* did a quick 180 and the rocks receded into gray nothingness in a few moments.

"Oh shit," I thought, "We are in trouble. Where are we? We're lost. What went wrong? Is the loran broke?" Dozens of thoughts went

racing around my brain, essentially locking out any rational cerebral activity.

I tried to take stock of the situation. We had a radius of about 30 feet around the boat where we could see water. Sheila was muttering obscenities from the tiller, where she was straining forward to peer into the mist. The mist had materialized into liquid dripping from the boom into the cockpit.

Burbank the bulldog had sauntered forth from his quarter berth to inquire about the loud voices and blocked my route. His ears dropped in his characteristic expression of hurt when I shouted and pointed angrily forward, commanding him back into the recesses of the cabin. I was scarcely aware that he disappeared into the folds and safety of my bedding in the V-berth, a place where he usually wasn't allowed.

My stomach was nauseous with fear and I knew I was close to panic. "Think," I told myself. "Calm. Go back to the loran and do it again. Read our current position and see where we are. Slow down."

Once again I instructed Sheila to maintain 180. I read our position off the loran and plotted it on the chart. Twice. I marked the chart with an X and there we were, just a few hundred yards westerly of Drunkard Ledge. At least that's what the loran said.

I carefully and deliberately plotted the gong and again punched the coordinates into the loran. Something was different.

Holy shit, maybe I made a mistake the first time. I permitted myself the hope that we might survive yet. I read the new heading and checked it against the plot on the chart. It fit. I shouted it to Sheila. Then I went back and checked it a third time.

The warning horn of the Rockland-bound ferry sounded somewhere off to our port bow, closer, closer still, then directly ahead and then off to our starboard bow. Receding. After a few minutes we stopped the motor and listened for the gong. Nothing. Start the motor and continue. It's out there somewhere.

The next time we stopped Sheila heard it. I didn't, my ears aren't as good, but it was almost too good to be true. We started the motor again and continued.

The third time we stopped I could hear the gong clearly, somewhere ahead. I read our position off the loran and thought we were sufficiently clear of Fiddler Ledge to turn into the channel. I gave Sheila the heading and she turned to it. I busied myself plotting the next waypoint where we could take another turn and proceed to the nun.

"PAUL! A BOAT COMING AT US." I thrust myself into the cockpit. Sheila had her arm extended to port with the shaving cream can of foghorn, blasting away at the oncoming boat. It made me think of vampire movies where the intended victim thrusts the cross at the creepy guy with the fangs. I looked in the direction of the blasts and, yes, it did look like a boat. But in a split second I felt an enormous relief.

"Sheila, that's not a boat, that's the monument. We're right where we're supposed to be." The monument rose out of a foamy patch of ocean. We were looking at a corner and, to Sheila, it appeared to be a pointed ship's bow cutting through the water.

A few minutes later, we found the nun, just as the fog was lifting somewhat. I distinctly recall kissing the loran.

Soon we were anchored in a rather un-



comfortable spot, but deliriously happy to be reasonably stationary.

Now it was time to consider what we had done, what went wrong and why. All the factors were not evident at that moment, but have become so in the time since.

As we sat there, sipping a beer, I told Sheila about what appeared to be the BIG MISTAKE.

When punching the longitude of the gong into the loran, I didn't punch in a leading zero. The loran interpreted my instructions in its own way and directed us to God knows where and, in my inexperience, I simply accepted the new bearing without considering it logically or checking it against a plotted bearing.

Well, the remainder of our vacation passed without incident. It had been a frightening experience, however, something I was not accustomed to. I realize that sailing can have its anxious moments, but surely, gut-wrenching fear should not be the norm for

the casual cruiser on the Maine coast.

Back on land a few days later, I told the tale to my friend Gorman, who is a licensed master of some competence. He listened quietly as I recounted the near-grounding with the cormorant-covered rocks and Sheila's efforts at holding the vampire monument at bay with the foghorn.

At the end of my discourse he inquired politely, "Did you check your depth sounder?"

"Nope," I said and continued with various reasons why the depth sounder had not been considered, too deep, didn't have time, etc., etc.

Gorman listened a moment longer, but I could see that his patience was wearing thin and he was squirming in his chair. Finally he burst forth.

"You stupid sonuvabitch," he started, and I could see I was in for it.

"The prudent mariner does not rely on any one means of navigation but uses all means

at his disposal. All I hear you talking about is loran, loran, loran. You never checked your plotted heading against your loran and you never once looked at your depth sounder."

I don't recall what my excuses were at that point, but probably we changed the subject.

First thing the next morning I looked at the chart. The depths around Drunkard Ledge are about 25 feet. Why, I asked myself, didn't we just drop the anchor and sit it out for a little while? Or why didn't I instruct Sheila to circle Drunkard Ledge while I carefully and calmly plotted the course and correctly punched the waypoints into the loran?

In the intervening three seasons I have attended a navigation course. I have been caught in fog on a couple of occasions, but in familiar areas. I have not tested myself in a no-visibility situation in unfamiliar waters. The memory of that fear still gnaws at me. We'll see.

## My Best (and Only) Sailing Trip in Years

By Alexander Gray

Bruce asked me to find some dolphins since the last time he and Erie were out on the *Hound* dolphins swam over and cavorted with the boat. Almost immediately I spotted a pod of dolphins ahead. They came up to the boat, took a quick look at us and then disappeared.

Soon the island came into view and a quick dogleg to get on the right tack brought us into the harbor where we managed to snag our mooring line and tie up the bow and the stern on the first try.

By then it was nearly 6:00 and I took the dinghy out for a quick paddle. Captain Eric used the ship-to-shore portable communications gear (his cell phone) and reported to his girlfriend that we had arrived safely. She had stayed behind to spend the weekend studying.

The pelicans were cruising around the harbor, gliding in lazy circles, pulling in their wings, pointing their bills down and diving into the water like World War II fighter planes over Midway. We watched and provided commentary as one pelican that had caught a fish was chased by about a dozen others:

"I can't shake him! Where's my wingman? Pull up, pull up, c'mon!"

"Break left! Break left! He's on your six!"

The sun had already dipped below the island and dusk was quickly turning into dark by the time we broke out the marine grill, a new toy purchased for the boat a couple of months before. (Note to Eric: Drink holders. Now you have to buy drink holders.) We fired up our burgers, ate, talked, watched as every single star in the Milky Way came out and went to bed about 9:00.

My berth was narrow and I worried about rolling off onto the deck in the middle of the night, but the waves were barely noticeable and we all slept well.

Shortly after sunrise we woke up and called the shore boat over to give us a ride to the dock. We had a basic eggs and sausage breakfast at the only restaurant in town. In fact, the restaurant and a general store made up the sum total of the harbor's commercial district. We took a walk over the isthmus to the harbor on the other side of the island, saw more pelicans dive bombing fish and watched one boat

make its way out of the harbor under sail.

It occurred to me that I couldn't hear a single internal combustion engine anywhere. It's not easy to get that far away from those machines.

We walked back, took the shore boat back to our mooring and thought about going for a snorkel. I didn't have any gear and, although the water was still supposed to be pretty warm, I wasn't too keen on the idea of getting wet without a wet suit. I also wasn't too sure about three large Gray brothers cruising to the snorkeling site in a small inflatable dinghy. I offered to hang out on the *Hound* while Eric and Bruce took a quick dive. But, in the end, I decided to go with them.

The snorkeling site was just around a point and past a dive boat. We pulled the dinghy up onto a rocky beach where I did my "first man to land on the sun" impression, trying to find a smooth place to put my feet. Bruce and Eric, with wet suits, booties and fins were already gone as I waded into the water, taking it especially slowly as the water level approached my, ahem, waist.

The water wasn't really that bad and, as I was just getting my head under for a look at the coral and seaweed, Captain Eric showed up with a swim fin that he had found. Unfortunately, it was too small for my size 13 pseudopod, but Eric pulled off one of his own fins and gave it to me, which made a huge difference as I was able to get around much more easily.

I could see the bright orange garibaldi fish swimming around as well as kelp, coral and schools of tiny fish. Bruce had promised to bring up a horn shark or an octopus, but he couldn't find either one.

It was nearly 1:00 in the afternoon by the time we got back to the *Hound* and were ready to go. We motored out of the harbor and headed north for San Pedro. We hoisted the mainsail but it did little good since there was almost no wind. We ended up motoring all the way back to the slip, which was the only flaw in the weather all weekend.

This story contains no tales of rough seas, screaming along at 14 knots on a beam reach or heroic attempts to save the vessel and crew after a catastrophic gear failure. As far as sailing trips go, it was completely ordinary, but it was the best (and only) sailing trip I've taken in years.

I had been trying to get out on one of my brother's boat trips to Catalina ever since I had returned to the United States in July with my Taiwanese wife, Sue, and my 14-month old daughter, BV. I had done no sailing during my seven years in Taiwan, just some splashing around in a Sevylor inflatable. But last winter, Brother Eric bought a 30-foot Catalina (it says *L'Ange du Mer* on the stern but we call her *The Hound of the Sea*) and had told me via e-mail of the trips he and brother Bruce had taken out of San Pedro while I was still wrapping things up in Taipei.

Having returned to the U.S. a couple of months previously, and with the new responsibilities of being a husband and father, I had been unable to take advantage of the new boat in the family until recently. My family had just flown back to Taiwan to visit Grandma and Grandpa, which freed me to join my brothers on a trip to Catalina aboard the *Hound*. It was beginning to look like another sail to the island wasn't going to happen with both of my brothers suddenly swamped with work, but there was one weekend when all of us seemed to be free and all we had to worry about was weather.

The week leading up to the trip had been warm for October, which was good, but foggy in the morning, which was bad. Most of the fog had been burning off by mid-morning, however, and by the time we gathered in Manhattan Beach on the day of the trip, piled into one car, stopped at the supermarket and made it to the docks, the skies were clear. We loaded the groceries into the cooler, pulled off the sail covers, cast off the lines and headed out.

Captain Eric had the radio on, trying to figure out if the fog was going to be a problem when we got to Catalina. He kept warning us that if it did get foggy, we would have to turn back. First Mate Bruce and I looked ahead and there was a definite "wall of haze" in the distance that blocked our view of Catalina Island, but it never seemed to get any closer, so we kept going, and in fact, it stayed clear the whole weekend.

Given the late start and the light air, we motor-sailed about halfway there. Once we were sure that there was nothing I could hit, Captain Eric let me take the wheel for a spell. I kept us more or less on course, despite the lack of visible landmarks to steer toward, thanks to the haze.



Kayaking in Kauai in November can be a lot of fun, if you keep yourself informed of wind, surf and weather conditions. We paddled the Hanalei River and the Huleia River and in Nawiliwili Bay in a Yukon Kodiak rigid bottom folding kayak.

This kayak is designed for the traveling adventurer/paddler. It is a hybrid in that it has a fiberglass bottom, three inflatable tubes and a cordura-like fabric deck. The coaming accepts standard spray skirts and the front and rear decks have the standard shock cords to tie down gear, water bottles or for arranging a rescue with a paddlefloat. The deck also has velcro nylon straps that will hold a spare paddle or fishing rod.

The single kayak folds into a bag that is rugged. Its travel-ready folded size is 116cm x 55cm x 35cm or 3'10" x 1'10" x 1'2" English dimensions. Setup time from trunk to launch is under 14 minutes, including installation of the rudder. Setup consists of unfolding the kayak and putting a small amount of air in the gunwale tubes. Then slide the numbered stem pieces into place, lock the captive shackles into place, stand the rear frame slightly behind the seat, snap the forward cross piece into place and the two braces to slip the seat into place, inflate the gunwales fully, velcro on your paddle and launch.

## Kayaking Kauai

By Edd Hajek

The Hanalei river drains the Hanalei valley and flows thru a national park and our paddle ended on the downstream end of a small rapids. We put in through the courtesy of Kayak Kauai, who rented an Ocean Kayak Scupper to another member of our party so they could enjoy the paddle.

We meandered down a small stream and headed up a river with the banking on the right covered with tropical plants and occasional palms, and on the left a highway. In about a mile we went under a rusty steel truss bridge that had the look of impending disaster, but the local knowledge was that the feds were to be putting serious money into it.

After we paddled under this bridge we were in the national park. It looked the same but the birds sure knew it. Being in kayaks we came within paddle lengths of many and amongst them, of course, there was the unofficial state bird of Hawaii, the chicken. A rooster came running out the tall grass for a drink of river. We did see a pure white crane running up the bank and some black water bird swimming in mid-stream calling out for its mate. Seeing these would have been enough to make the paddle worth while, but after a few more strokes along the river we noticed the tops of the trees were roosts for cranes, calling and carrying on. There could have been a hundred moving in the tops of the trees, quite a flock.

Some big trees and and huge stands of bamboo moving in the breeze lined one shore. Further up the river we saw some natives who got out of their kayaks to swim. Further yet we hit the shallows and so headed back down the river. We stopped at a sandbank where other kayakers were swimming and took a few strokes, and saw some schools of small perch-like fish.

On our way back we found a fruit that looked like a softball sized lime. We took it back and Henry at Kayak Kauai cut it open and it tasted like a sweet grapefruit. Boy, I wished I had picked all that I had seen.

Our next paddling adventure started out in Niumalu, south of Lihute at a small

marina with a collection of serious ocean cruisers, about a third multihulls, plus a fuel dock and the Coast Guard station. Climbing right up from the river was Hatupu Ridge, rising to 1388' with some caves, one of them looking as if punched out by Homer Simpson. Further up the river was a fleet of boats that choose to moor out.

The paddle up to the falls was pretty uneventful in the kayak, enjoying seeing dense tropical plants, trees, a small shallow rapids. We soon realized why going up river was so easy, the gusts from the tradewinds were at our back. Going back downstream with the trades head on, the Yukon tracked and pointed right into them, chop and all.

We decided to paddle into Nawiliwili Harbor where a large barkentine was slowly furling her topsails. We paddled around her and then, with more confidence, paddled along the inner edge of the breakwater as the wind generated waves broke over it. The wind could have been 15 to 20 mph, swells 8' to 10' outside the harbor. We put the kayak beam to the rollers and got sworn at by a returning charter boat because he did not see us in front of his bows until he was all most on top of us.

We then paddled past Kuki Point into Nawiliwili Bay where conditions were wild, large swells and long rollers. The kayak handled them very easily and no compensation with the rudder was needed to stay in position. The energy in the waves was impressive, we surfed once and that was enough!

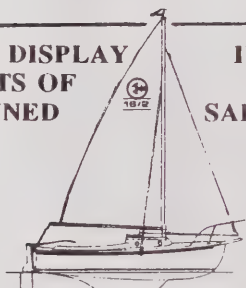
As we had an appointment we decided to head in and paddled to the top of the rollers coming in at Kalapaki Beach, but decided it would be a lot of work paddling back through them, so we headed back into the marina past the only "No Kayaking" sign I have ever seen!

The Yukon folding kayak is an amazing product. After this trip I have a tremendous respect for its sea keeping qualities and the people who developed it. The excellent materials selection and craftsmanship of the Yukon should last a lifetime. I am grateful to have had this kayak at my disposal for adventures like ours.

(Information about the Yukon can be obtained from Ballard Inflatable Boats, 2611 NW Market St., Seattle, WA 98107, (206) 784-4014).

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Over the last few years I have developed a real fascination for Lake Superior. This lake is the nearest thing that us Midwesterners have to an ocean. I have designed and built several kayaks to paddle on this lake as my open canoes don't belong out there.

A few year ago I discovered Thunder Bay, Ontario, and fell in love with the area. I have returned as often as my time and budget allow. This port city is an eight-hour drive from my home on the banks of the Mississippi, so I can't get there as often as I would like.

Yes, Mississippi Bob is changing his playground. For those folks not familiar with Lake Superior, it is big, real big, and it is cold. The bays may reach 60 degrees in late summer, but the main body of the lake stays 39 degrees summer and winter.

I have created rules for myself regarding kayaking on this inland sea. When I paddle solo, I try to keep close enough to shore that I can, in a pinch, drag myself to shore before I die of hypothermia. When I paddle with friends, we have a policy that if anyone in our group feels uncomfortable in whatever water we are in, we all head for shelter. These rules seem reasonable to me, but I find that I am falling short of many of the destinations that I set out for myself.

Several times in the last couple years I have aborted at crossing or gotten off the lake because I simply didn't feel comfortable out there, only to find folks with much less experience who were still out there doing their thing. I ask myself if ignorance is bliss or am I becoming a coward in my old age.

I love big waves. I occasionally get to Lake Pepin (a wide spot on the Mississippi) and paddle in waves up to three feet high. I keep looking for the biggest ones. I also paddle a lot on a section of the river near home where big cruisers and houseboats play. I often find waves of three feet and occasionally four generated by the wakes of these large boats. I love it. I get on these waves and surf and have a merry time. I can't do this on Gitche Gumee. I keep reminding myself that you can die out there. I have really begun to wonder about my caution. Is it caution or cowardliness?

An opportunity arrived and I grabbed it. I felt like the cowboy who climbs back on the bronco that threw him before he gets convinced that it can't be done. I got an invite to help deliver a large sail boat from Bayfield, Wisconsin, to Sturgeon Bay, Wisconsin. Sound easy? Get out your atlas. The two towns are only a couple hundred miles apart as the crow flies, but large sailboats can't take that route.

Our route went completely around Michigan's Upper Peninsula and back to Wisconsin on its eastern shore. We cruised most of Lake Superior, did the Soo Locks, the St. Mary's River, the western end of Lake Huron, we passed through Mackinac Straits and into Lake Michigan. We sailed in the lee of the Michigan coast about a third of the way south on this big lake, then turned west across this lake in the dark to arrive at our destination the next morning.

Pleasure cruise? Not exactly. The season was late for such a trip. It was mid-October when we left Bayfield, Wisconsin. We had a crew of five on this 45-foot boat. We cleared the southernmost of the Apostles and turned east toward the Keweenaw Peninsula. The next morning I was on the helm as we entered the channel to Houghton-Hancock. Our seasick crew began to appear as soon as we cleared

## Caution... or Cowardliness?

By Mississippi Bob

the breakwater. An hour later we had the boat secured, fueled and were headed up town for lunch.

When we were preparing to get underway, NOAA radio was talking of 25-30 knot winds coming up overnight in our part of the lake. I was concerned but determined to not let it show. Other crew members were getting vocal about not sailing. The local yachtsmen were telling us not to go. They considered us crazy to even think about it. The skipper stopped by and chatted with the dockmaster and came aboard to announce that we were staying. A mutiny had been avoided.

The next morning, with everyone rested, we departed Houghton-Hancock on the long-est leg of the trip. Our next destination was Sault St. Marie, about 30 hours away. We motored through the canal into Keweenaw Bay and set sail.

That afternoon I was back on the wheel out of sight of land when all of our fancy electronic instrumentation began to show ironic things. The skipper had someone switch batteries and tried to restore the electronics without success. He decided to start the engine and charge the batteries. No diesel. It wouldn't start. We had five rag sailors on board and no mechanic. Nothing to do but sail to the Soo. I would have to rely on a magnetic compass (how primitive). We had four GPS's on board that all gave about the same location. I guess that ought to do the job of keeping us off the rocks.

On my night watch that night the stars began disappearing into the fog and it seemed to be a very big, empty lake. I was still on the wheel at sunrise steering a course that should get us clear of Whitefish Point by about two miles. In the fog I was fighting off vertigo and having a hard time convincing myself to believe the compass.

The next time I awoke I found that the sky had cleared and we were in a narrowing channel getting ready to enter the St. Mary's River. We were being overtaken by two freighters that were in view with no engine. We got real busy tacking trying to stay in at least 10 feet of water and not get in the way of the freighters.

We lost most of a day at Sault St. Marie waiting for a mechanic. Well-fed and showed, we departed down river at about 1630 local time. We had about an hour-and-a-half of daylight as we started downstream toward Lake Huron.

An hour later the visibility was closing down and we were getting gusts over 30 knots in this narrow channel. Big conference. The decision was made that because of crew obligations elsewhere the trip would temporarily end at the Soo. We turned back and pulled into a marina on the Canadian side of the river (the only spot to park our 8-foot draft boat).

A 12-hour van ride and a weekend at home. I dried out, repacked and waited for the skipper's call. The phone rang and we were headed back to Canada to finish our trip. We had a different crew. We were down to three.

We departed the Soo a second time about midnight on a calm night with good visibility.

We entered Lake Huron before sunrise and motored across the west end of the lake, passing Mackinac Island about noon. At Mackinac City we stopped for fuel, a meal and an hour ashore. We got underway again, went under the Mackinac Bridge and into Lake Michigan. We got the sails up and enjoyed the east wind as we sailed south along the Michigan coast.

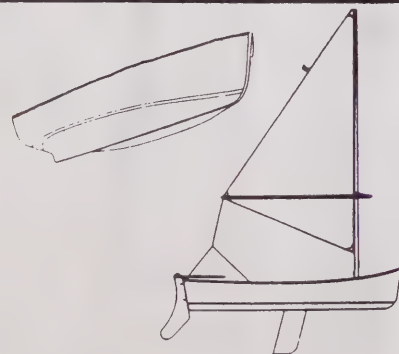
After passing South Manitou Island, we headed west across the lake. As we got offshore, the swells became a problem and we had to drop the main while taking 45 degree rolls. We rolled the jib to about half and started the engine to help the steerage.

Our moonlit night changed to a cloudy night, then a rainy night, but we plodded along our westerly heading (plus or minus 30 degrees) with the boat going through some real antics. We spent four on and two off that night spelling each other on the wheel often to help reduce the vertigo affect that was bothering all of us.

Just before the twilight began to show, I was laying stretched out in the cockpit keeping the helmsman company. I had my head back resting on a winch when the rain on my face changed to snow. I lay there thinking and realized that I had fared this trip very well, I wasn't a coward after all. I realized that I really had nothing to prove. Sixty years should have taught me something, I guess it has. Next summer when I get back to Gitche Gumee I will be just as cautious as I have been in the past. I would like to enjoy a few more years of my retirement.

The sailboats are put away for the season as are the kayaks. For the next five months I will be busy paddling a solo canoe on the Mississippi River.

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An interesting and detailed advertising flyer came to us from Seabright Kayaks describing and picturing their novel concept in sea kayak kits, the Skimmer. We thought this would be of some interest so here is what Seabright has to say about their product:

"About the Skimmer Design: Current technology enables us to offer a high-tech kayak with handling qualities exceeding most kayaks costing three to four times as much. Highly praised by seasoned kayakers, the Sea Bright Skimmer's advanced design characteristics deliver speed, stability and accurate tracking/turning even

## The Skimmer Sea Kayak Kit

in the wind. The Skimmer's light, streamline design helps achieve rapid acceleration and maintains momentum over longer periods of time. The use of hybrid plastic extrusion materials creates a unique design that feels and handles like a well designed skin or carbon fiber kayak.

About building the Skimmer: The average kayak kit takes 40-60 hours to build and another 40-60 hours to epoxy, sand and paint. The Skimmer finishes in 8

hours and is ready to paddle with great performance. Formers, bow and stern stems, seat and back are molded ABS. Framing is double-walled plastic tubing. Hardware is all stainless steel.

About the Hull: The hull is designed with a shallow V in the cockpit area, and the front and rear have a double hard chine. The high buoyancy is placed forward of the cockpit. The hull and deck material is an extruded polypropylene, giving a double wall thickness that can withstand rugged paddling.

Paddling the Skimmer: The Skimmer provides a fun-filled paddling experience responding to subtle corrections that add further enjoyment. The footrests can be adjusted while paddling giving you the ability to change your positioning. The backrest telescopes up and down as well as back and forth. The padded thigh braces work exceptionally well for lean turns and rolls. As you encounter a big wake from a 40' boat, just head right through it with no spray skirt on and take on no water.

Stability: The stability offered by the Skimmer is extraordinary. The low profile seat (just 1/2" from outside the hull) and its 25" beam give a secure feeling to the newest kayakers.

Tracking: No need for a rudder on this kayak, tracking is excellent thanks to the double hard chine and enough bow lift to transfer the right balance of tracking to the stern.

Turning: The Skimmer has a very high mix of tracking and turning. A still bow sweep will result in a 90 degree turn (about twice the average). Most paddling corrections are sweeps to keep the bow on course. The Skimmer has the right bow lift to accomplish this easily.

Speed: A good combination of large volume and light weight offer great acceleration and ease of paddling at higher speed.

Wind: A lot of attention has been given to weathervaning. We have trimmed the Skimmer to the limit. The Skimmer can be paddled or turned in any direction in the wind with ease. No rudder needed.

About transporting: Built in padded shoulder brace makes carrying a pleasure. May be carried on hull or gunwales. Roof topping is very easy and economical.

The "Hard" Skin Kayak Kit: Self-aligning. All plastic with stainless steel hardware. Everything included except tools. Tools needed: Screwgun, pliers, razor knife, caulk gun and tape measurer. Two flotation bags. 6" hatch, bungees and deck rig (with optional 2nd hatch available). Thigh braces padded and double as shoulder brace for easy carrying. Dry (even without a spray skirt). maneuvers easily. Paddles easily in any direction in the wind.

### Specifications:

Overall length 16'

Beam 25"

Cockpit size 15-1/2" x 30"

Cockpit coaming height:

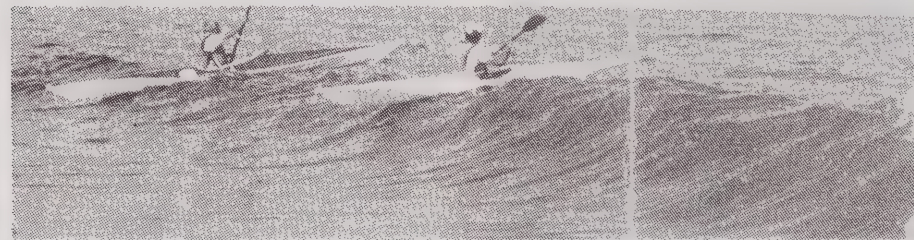
Forward 12", Aft 10"

Height of seat 3/8"

Weight 37#

Weight Limit 220#

Sea Bright Kayak, 47 Church St. Sea Bright, NJ 07760, (908) 530-8146.



Above: On the water the Skimmer handles nicely. Opposite page: Steps in assembling the Skimmer kit.

## MARINE ART



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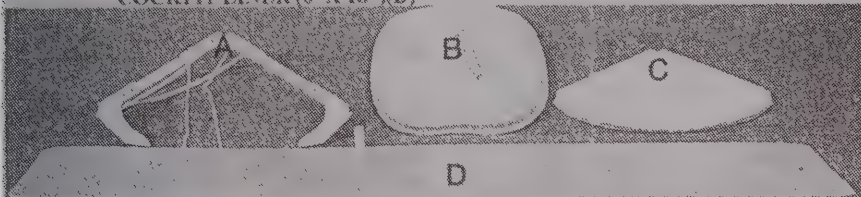
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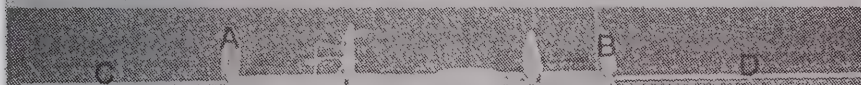
1. COCKPIT BRACE (A) SEAT BOTTOM (B) #4 FORMER (C)  
COCKPIT LINER (6' X 18") (D)



2. COCKPIT LINER ASSEMBLED



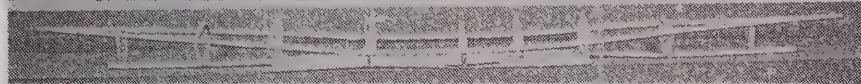
3. (A) #3 & (B) #5 FORMERS ADDED. (C) FRONT & (D) REAR INNER KEEL  
ADDED - 1 SCREW EACH



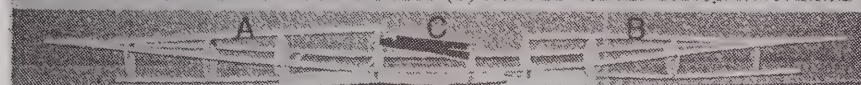
4. FORMERS # 1(A), 2(B), 6(C), & 7(D) ADDED TO FRONT & REAR INNER  
KEELS - 1 SCREW EACH



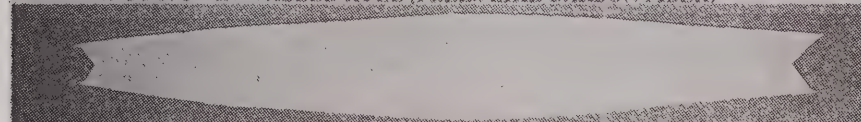
5. GUNWALES ATTACHED 1 SCREW EACH TO FORMERS



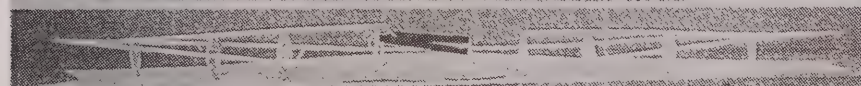
6. FRONT (A) & REAR (B) DECK BRACES ATTACHED BY PEG & THEN HELD  
BY 1 SCREW ON EA. FORMER. (C) PADDED THIGH BRACE INSTALLED



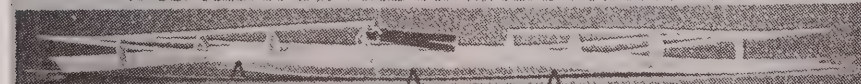
7. 1 PC. TWIN-WALLED HULL (FEELS LIKE CARBON FIBER)



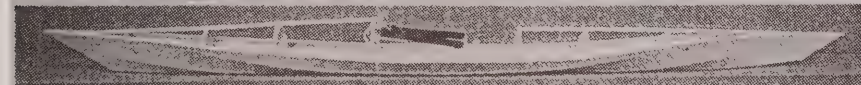
8. COMPLETED FRAME SITTING ON PREMARKED HULL



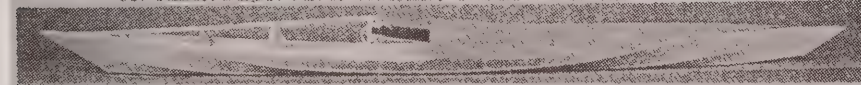
9. CENTERS OF GUNWALE & HULL TEMPORARILY TAPED



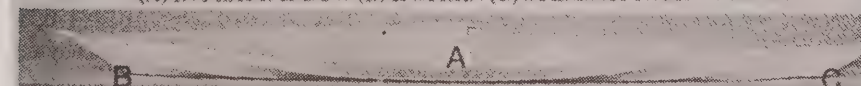
10. HULL POSITIONED ON FRAME & HELD TEMPORARILY BY TAPE



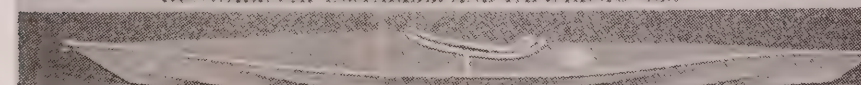
11. REAR DECK TEMPORARILY TAPED TO HULL



12. FRONT & REAR DECKS TAPED IN POSITION. DECK CONNECTORS  
(A) IN PLACE & BOW (B) & STERN (C) STEMS ATTACH W/ 2 SCREWS.



13. COAMING ATTACHED TO FRONT & REAR DECK BRACES WITH  
GUNWALE CAP INSTALLED AND TAPE REMOVED.



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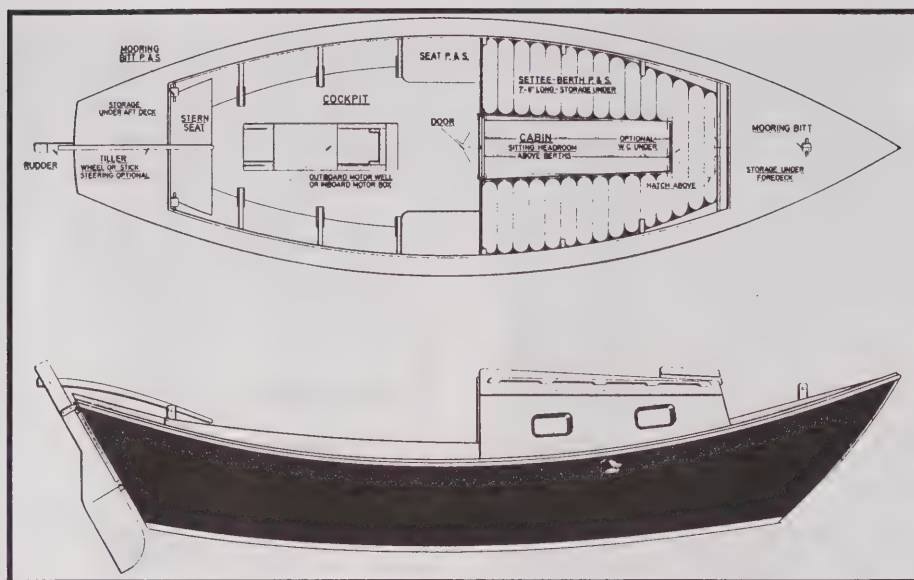
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### Lucky Pierre Characteristics:

Length overall (hull)	24'-11"
Beam	7'11-1/2"
Hull depth (max)	5'-6"
Hull depth (amidships)	2'-9"
Bottom width (max)	4'-0"
Hull weight (approx)	1000 lbs
Height overall	5'-9"
Cockpit depth	30" to 39"
Cockpit size	10' X 7' max
Sleeping capacity	2
Cabin headroom (max)	5'-0"
Fuel capacity	20 gals

Hull type: Flat bottom St. Pierre-type dory hull with flaring topsides developed for sheet plywood planking consisting of two layers of 1/2" on bottom, and one 3/8" or 1/2" layer on topsides, 10' long sheets maximum.

Power: Single well-mounted outboard, conventional gasoline or diesel powered inboard or traditional dory-type haul-up shaft inboard power with retractable shaft and propeller. Recommended horsepower from 5 to 30 depending on engine type. Approximate operating speeds for most usage will be 6 to 10 knots depending on loading, weight, power, and propeller used.

Trailer: Designed for use with Glen-L Series 3800 boat trailer plans.

## Lucky Pierre

By Glen-L Marine Designs

This Lucky Pierre design from Glen-L Marine Designs is a further step in the evolution of the famous St. Pierre type dory. For over 100 years, seaworthy craft like these have been carrying their crews to the fishing grounds off Newfoundland with reliability, safety and economy. Returning to port with a ton or two of fish under any sea condition is nothing unusual. In the hopes of spreading the success of these craft to more distant waters, Glen-L decided to redesign the draft to make it more suited to the abilities of the average amateur, plus include some modern details.

The flat bottom and flaring straight topsides readily adapt to simple and economical sheet plywood construction and, through careful design, no panel over 10' long is required. Framing uses standard sized but stout lumberyard members and full size patterns mean no lofting. There are no difficult joints or steam bending required either. Since the beam is just under 8 feet, the boat can be trailered anywhere.

The Lucky Pierre has several power options, including the traditional haul-up type inboard used for generations. There's also a well-mounted outboard that tilts up free of the bottom for easy beaching and shoal running, plus a conventional inboard engine of diesel or gasoline power. Steering is by a simple, reliable tiller connected to a transom mounted retractable rudder. The cabin sleeps two and has space for a head with full sitting headroom, which can be omitted if desired. The plans and full size patterns include complete instructions for all versions, a bill of materials for the hull and a fastening schedule. This package is sent postage prepaid to anywhere in the U.S. or Canada for \$90. Contact Glen-L Marine Designs, 9152 Rosecrans, Bellflower, CA 90706-2138, phone 310-630-6258, fax 310-630-6280 or e-mail Boatkit@aol.com.

## Bliss

By Dennis Davis

Since its introduction in 1994, over 150 plans have now been sold for my DD23 "Bliss" open canoe. This may represent the growing interest in open canoe paddling or perhaps simply the urge for paddlers to save money by building their own craft.

The "Bliss" can be built in two lengths from the plans, 13'7" or 15'6", using just two 8'x4' sheets of plywood, plus softwood framing, with glass fiber tape and resin for sealing the seams. Ply thickness can be from 4mm to 6mm; 4mm requires the bottom panels to be stiffened. This stiffening, together with the seats and end decks, are all included within the two sheets of ply for the 13'7" version.

The plans price is still \$24US by air mail. For my illustrated leaflet of thirteen canoe and kayak designs, each built from two sheets of ply except the junior kayak which needs only one, send two \$1 bills.

Plans from, and checks payable to: Dennis Davis, 9 Great Burrow Rise, Northam, Bideford, Devon EX39 1TB, England.





# AERE'...

## A 16' Inflatable Catamaran

By Dan Kunz

About 12 years ago I developed a growing interest in the logic of multihulls and the new (then) inflatable fabrics. I knew very little about formal design and was mostly just a tinkerer, like many readers. It appeared only natural to me, to bring together multihulls and these fabrics in a single product.

The first prototype AERE' was 18' long, 12' wide, weighed about 200lbs and had about 300sf of sail. Yup, it was a little wild and certainly not suitable for its intended market, but it sailed well enough to lead to the second, third and fourth prototypes. Today's AERE' is the result of twelve years of development work, many prototypes, focus group testing and a lot of expense.

Here is what we now tell potential owners:

**AERE' Advantages mean more fun!**

**Enjoyable:** AERE' cruising is leisurely adventure in safety and comfort. Turn day trips into vacations. An attractive, quality product.

**Relaxing:** AERE' is simple to own and enjoy. It sails easily and without effort. Enjoy "no sweat" sailing alone or with friends and family.

**Comfortable:** AERE' accommodates four adults in comfort on a spacious deck the size of two queen beds. Inflatable back rests available.

**Adaptable:** AERE' is ideal for families, singles, campers, resorts, parks and rental locations. Camping overnight? Just put your tent right on AERE's deck.

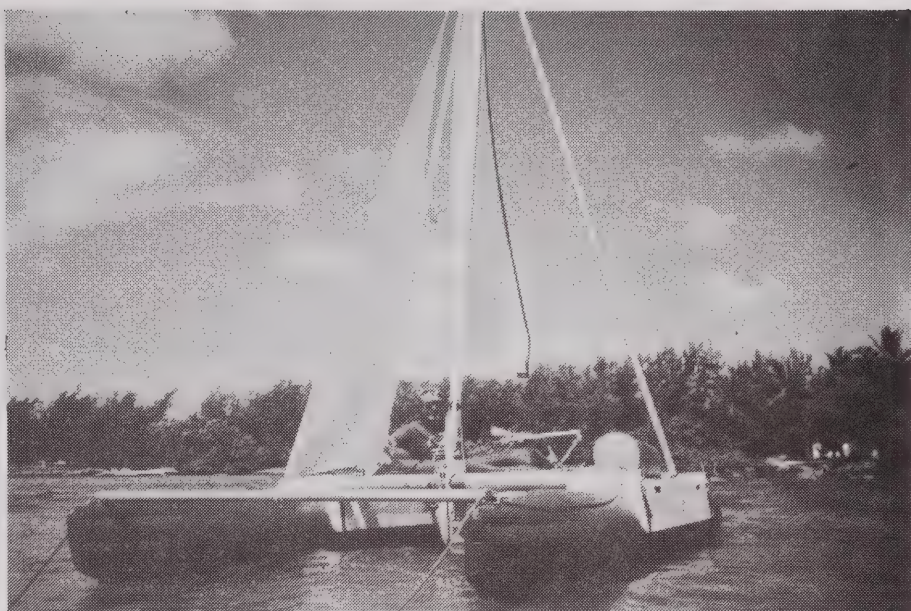
**Safe:** AERE' sails flat. Highest quality, it's over-engineered, stable and rugged. Military specification components used throughout. Over 2,000lbs of buoyancy from oversized, two-chamber pontoons!

**Simple:** AERE' assembles quickly. Spend your time sailing. No tools needed. Easy for the novice and enjoyable for the skilled sailor. AERE's rig is boomless and has only one line for sail control. Virtually maintenance free!

**Transportable:** AERE' folds up for car-topping on even the smallest car. There is no trailer, dock, or ramp needed. Assemble and launch anywhere. Light weight components can be handled by anyone.

**Storable:** AERE's modular design allows convenient storage in a closet or small storage space. No garage, driveway or slip needed. Perfect for condos.

**Affordable:** AERE's are available only factory direct at a "no need to negotiate" price. Ready to sail away. Price includes self-tacking jib, white "air-flow" trampoline, Harken blocks, aerodynamic mast section, royal blue hulls with chafe strips and stainless tow and dock rings, dacron sails, color coordinated safety/docking/sail control lines, manual inflator pump, sail bag, repair/tool kit, and AERE' graphics (excludes accessories and sales, personal property or use taxes, and registration required in your state).



### AERE' Specifications:

Length: 16'

Width: 8'

Mast Height: 2' (three section)

Shrouds: 14' (tubular, two section, tripod style)

Main Sail: 107sf (full battens, lowerable, boomless, single line control)

Jib: 23sf (self-tacking)

Weight: 235lbs (maximum individual part 40lbs)

Payload: 1,150lbs (six adults, best with four or fewer)

Deck Size: 60sf (two queen size beds, fabric mesh and fiberglass)

Draft: 4" (boards up), 28" (boards down)  
Hulls: 18" diameter (inflatable military fabric, two chamber)

Deck/Frames: 8' x 8' (4.5" aluminum tubes and hand-laid fiberglass)

Colors: Royal blue hulls, white sails with matching trim, white trampoline  
Storage Size: 19" x 23" x 8" (one unit, clamshells for storage, everything fits inside fiberglass deck units)

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# The View From Here

By Smiley Shields

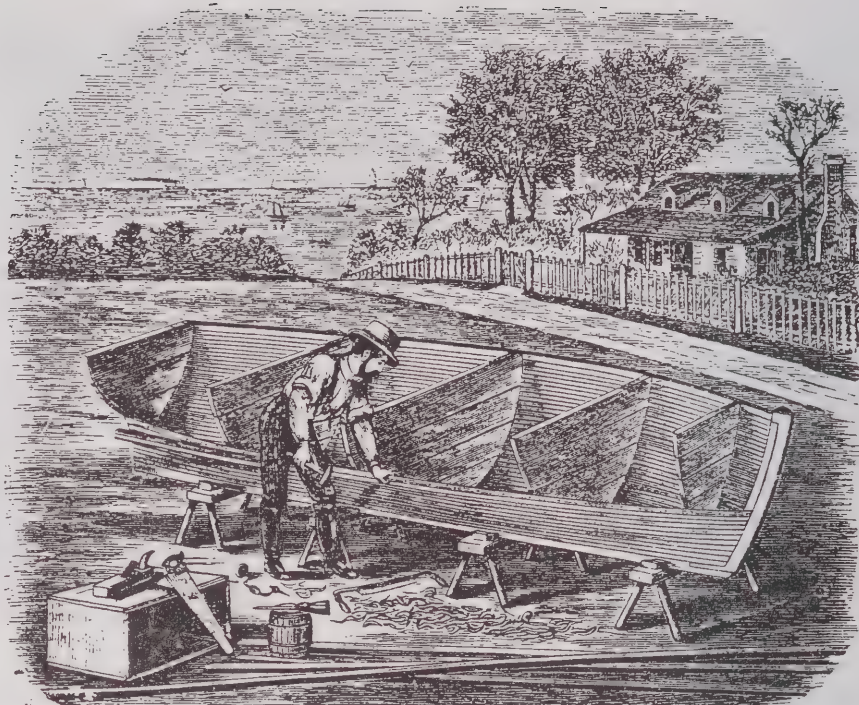
I wish that readers who love the sea could see the view I am privileged to enjoy from my home. I live on a bluff about 75' above sea level on the edge of Turnagain Arm, a fjord at the northern end of Cook Inlet. Captain Cook himself named it "Turnagain" after his experience here in the *Resolution* while searching for the Northwest Passage.

This fjord has the second highest tides in the world. Spring tides have a range of 37.5'! During these tides, water can be as close to my house as 100' or as far away as ten miles. Turnagain Arm almost separates the Kenai Peninsula from the mainland. The eastern terminus of this fjord is separated from Prince William Sound by a narrow pass only about ten miles long. Storms in the Gulf of Alaska can produce impressive barometric pressure differentials between PWS and Turnagain. This, plus the venturi effect of the narrow fjord, coupled with the adiabatic winds descending from the ice fields at the top of the nearby mountains, can cause extraordinary wind conditions.

Here on the bluff we experience many days each year with winds in excess of 50mph and gusts well beyond that. A bush pilot friend of mine has told me that on several occasions while flying low over mid-channel he has had airspeed indications of 120mph while his ground speed was only 20mph. Needless to say, when this type of wind collides with major incoming tide, the results are spectacular. No wonder the Coast Guard considers this body of water unnavigable.

My 5" diameter, 50 power telescope gives me the ability to experience these conditions vicariously, but even from afar the sea conditions out there cause my adrenal glands to get busy. Under the worst conditions, waves in the normal sense of the word simply cease to exist. Huge gouts of water the size of dump trucks on end erupt vertically and smash against one another in every which way. It is a small boat sailors worst nightmare. Chaos rules. No small boat could live in such a sea and even a large one would probably have its bottom pounded out.

Fortunately, there are calm summer days when the water slides in with nary a ripple. On those days I have about three hours at flood to play. The slope of the shore is very gradual and even when I am 100 yards offshore I am seldom in water over 3' deep. It is extraordinarily beautiful out on the water and I frequently see Beluga whales that are preying on smelt and salmon. Lots of fun, but the image of those "dump trucks in love" conditions never goes away, and I never go out when an off-shore wind is blowing.



## Building Ribless Boats

From *American Agriculturalist*, March 1876)

A method of building boats, by which ribs are dispensed with, has recently been brought into use for coast, lake and river craft. These boats are light, swift, strong and cheap. They have been found to be remarkably good sea boats and to stand rough weather without shipping water. By this method of building, fishermen and others who use boats can construct their own at their leisure and, in many cases, become independent of the skill of the professional boat builder.

The materials needed are clear pine boards one inch thick, a keel of oak or elm, a stem and stern post of the same timber and some galvanized iron nails. For small boats, the boards and keel should be the whole length of the boat to be built; for boats over 10 feet in length, splices may be made without injuring the strength if they are properly put together. The materials having been procured, a frame or a set of trestles are made and the keel is fitted to them in the usual manner, by the means of cleats on each side and wedges.

The stem and stern post are then fitted to the keel in the usual manner, the joints being made watertight by means of layers of freshly tarred brown paper laid between the pieces or by the use of a coating of thick white lead and oil. Prior to being fitted together, the sides of the keel, stem and stern post are deeply grooved to receive the first strip of planking. The boards are then ripped into strips one or one-and-a-half inches wide according to the desired strength of the boat.

For rough work such as fishing with nets or dredging, an inch-and-a-half would be a proper width for the strips. The ripping may be done with one of the hand circular sawing machines or at a sawmill with great rapidity. The first strip is then nailed to the keel, a coating of tar or white lead having first been given to the groove in the keel already prepared for it. The broad side of the strip is laid next to the keel. A set of molds, corresponding to the lines or form of the boat, are cut out of one inch boards and tacked to the keel with the

help of cleats upon each side. Then one strip after another is nailed to each preceding one and the shell of the boat is built up of these strips.

Each strip is trimmed down at the ends in a proper manner with a draw knife or a plane, and as each one is nailed to the preceding one, some of the tar or white lead is brushed over it to make the joint tight and close. A sufficient number of nails is used to hold the strips firmly together and the heads are driven down level with the surface of each strip. The work proceeds in this manner, forming the strips as each is fitted, bending them to the shape of the molds and nailing one alternately upon each side so that the molds are not displaced by the spring of the timber.

When the sides of the boat are completed, the fender and gunwales are fitted and bolted to them to strengthen them and cleats are bolted inside for the seats to rest upon. The molds are now removed and the boat consists of a solid shell an inch-and-a-half thick with not a nail visible except on the top strip, and conforming exactly in shape to the model. To give extra strength, short pieces of the strips are nailed diagonally across the inside, from side to side, and across the keel. In this manner a great deal of additional stiffness and strength is given to the boat.

A boat of this kind is easily repaired when injured by cutting out the broken part and inserting pieces of the strips. For a larger boat, which requires a deck, the strips are wider and thicker, or a diagonal lining may be put into it. Knees are bolted to the sides and the beams to the knees, the deck being laid upon the beams. The method is applicable to boats of all sizes and for all purposes, and its cheapness and convenience are rapidly bringing it into favor. If the material is ready for use, two men can finish a large boat in two weeks and a small one in one week. These boats being very light and buoyant, considerable ballast will be necessary to make them steady enough in case sails are used.



# Useful Insights

## Why Skin Boat Construction Has Advantages Over Glass, Plastic or Wood.

By Gail E. Ferris

In Kullorsuaq, Greenland, I measured a kayak frame and noticed that the position of the cockpit had been changed. In another kayak at Aappilaatoq the frame had not only a change in position of the cockpit but in the positions of some of the ribs. In Upernavik Hans Muller told me that on a kayak he had just built for his grandson when he found that this kayak wasn't quite right he changed the position of some of the deck beams and ribs. I have also seen this in museum specimens in southern Greenland.

With this in mind when I viewed some video footage of a new Uummanaq kayak showing the bow riding too low, I suggested to the builder that he should shift his cockpit aft to improve balance. That was no problem, he would do it next summer. He would consult his father to confirm my conclusion and then have his mother and sister resew the seal skin cover.

When I was visiting Kullorsuaq I asked Sven Nielsen, who has taught and built many kayaks himself, about this. He told me that when a new kayak is built it is quite usual for the paddler to try out the kayak and if it doesn't paddle satisfactorily or feel quite right the skin is removed and the frame is adjusted as many times as needed until the kayak is just right.

Only with a skin boat can the frame be adjusted with such subtle finesse that the boat becomes a truly personal craft. This is the advantage a skin covered boat has over hard surfaced boats.

When your taste in paddling changes (suppose you want a wider hull or you want a narrower sleeker hull), with a skin boat the stringers can be adjusted and changed in number according to your paddling preferences at the moment. With a simple skin cover anyone's kayak can remain in a constant state of experimentation and that is what kayaking is all about. The water is never the same twice, so should anything else also stay the same either?

David Stimson sent me some interesting construction ideas which involve internal two dimensional enclosed ribs similar to folding kayak ribs, cut with enough concavity or hollowed out space between the gunwale and the keel to allow the fabric covering on a hull to stretch and sag to conform to the water's pressure on the fabric. The fabric is stretched unsupported between the gunwale and the keel to allow the boat to conform to the variable wake pressures along the hull surface.

I had some thoughts as I watched Don Betts speak about boat building at a recent AYRS meeting. Don speaks extensively in my video, *Different Boats*, about the abstract concepts of kayak designing for each person as an individual. I think his perspective is invaluable for those of us who know what's out there in



mass produced kayaks and want to move on more into the true spirit of kayak design. I am suggesting this and my other video with Corey Freedman for those who are really starting to think about building in terms of truly personal kayaks.

*Different Boats* shows people demonstrating boat design and construction that stems from Arctic and traditional design with Don Betts, Dick Newick, Rick and Jon Persson and others discussing or demonstrating simple, inexpensive methods for building kayaks using the new ideas as well the old methods for kayak, umiak and multihull construction.

In *The Aleutian Kayak*, Corey Freedman Building His Aleutian Kayaks, I record how Cory builds his Aleutian

kayaks and what they look like on the water.

For insight into traditional Aleutian kayaks I suggest my most recent video, *Kodiak Island Alaska Scenes and Its Aleut Kayaks*, views from land and from my kayak on the water and an interview with Joe Kelly and an in-depth study of Kodiak Aleut kayak frame construction.

Any of these videos is available from me, Gail Ferris, 1 Bowhay Hill, Stony Creek, CT 06405, for \$20 each.

There is a new magazine coming out for the *International Skin Kayak Association*. Subscription is \$15 from ISKA, 274 Welch Lane, Anacortes, WA 98221, (366) 299-0804, fax (366) 293-4660. This is expected to publish it's first issue in December 1996.

## About Sailing Canoes

By Hugh Horton

"Faithful Reader" in the September 1st issue "You write to us about..." is right about sailing canoes: "Give it a try. Knock something together, do it and then go on from there." Our Solid Comfort Boats, a collaboration between Ron Sell's Unadilla Boatworks and my Horton Small Boats has gone on for awhile. Before you go on, however, we encourage you to research as much as you can.

Of course, I agree completely with "Faithful Reader". And I'd include sailing canoes for cruising that are a bit more refined, simpler, lighter, faster, more seaworthy, albeit more costly. Our handout to a sailing group at the Wooden Canoe Heritage Association's Assembly last July discusses some of the ideas. Those intent on traveling from A to B, or A to A by double-paddle &/or sail will find it interesting. These craft are not simpler to construct, necessarily, but a patient, amateur builder should have few problems.

When our house building drags, now a year into the project, the Clinton River beckons just 15' from the day's chore, sanding/varnish prepping for a house!!! And as I reflect on so few days, or even hours, on the water this year, this day particularly beckons hard. It's gorgeous early

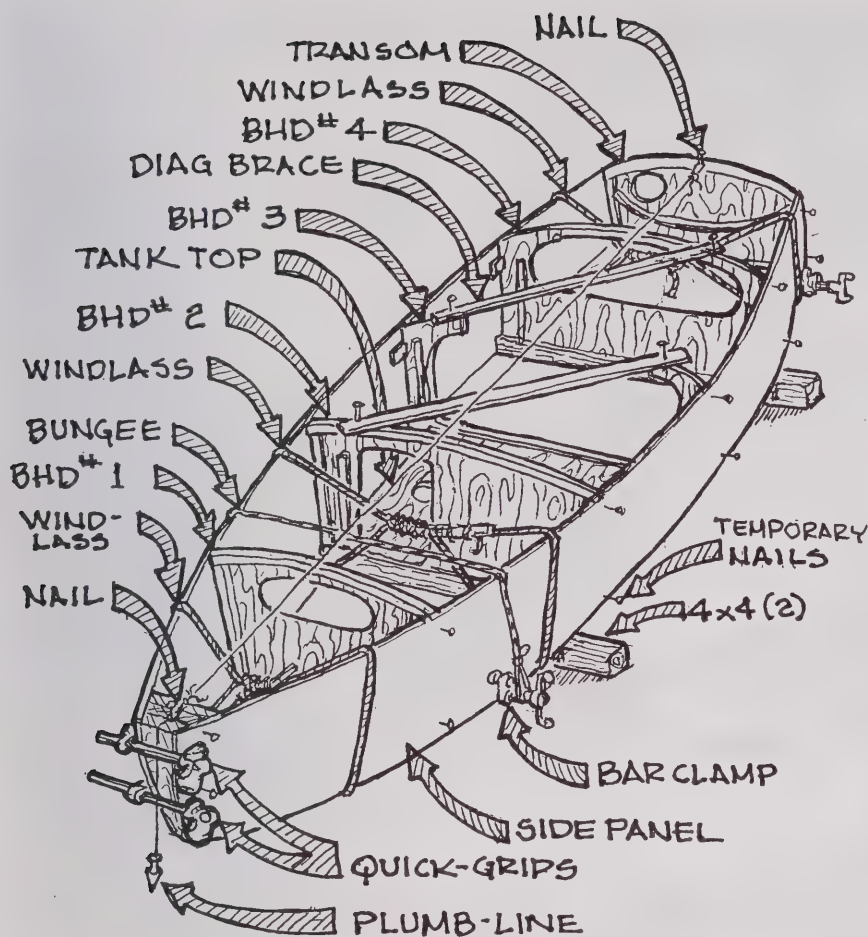
fall, sunny, mid 70's, NE 8-12. Below me, between the steel pilings, kayaks & sailing canoes rest on pea gravel. *Claire*, *Osprey*, *Black Ibis*, *Black Puffin* and an assortment of plastic boats whisper at me like inland sea sirens.

Yes, yes, I know I should be sailing today but I reckon this is the year of the house. I wonder, though, as I'm sanding these doors, exactly how long my unbuilt sailing canoe, "Knockabout," should be? 15'4" or 15'6" or 15'8"? Just this week I've settled on a maximum beam of 32." The last half year the beam has held from 30" to 32," narrowing for a few days, occasionally, to 28." Then the tendency grips me to increase length to about 16'3," but no, too much wetted surface for paddling. Her waterlines forward could be a trifle fuller, I've been thinking lately, so her prismatic would creep up to .58, but then....









(3). Install bulkhead #2. Install a windlass ahead of bulkhead #2.

(4). Install bulkhead #1. Install a windlass ahead of that.

(5). Put a pipe clamp under hull between bulkhead #1 and bulkhead #2. Hold it up with a bungee cord. Note: The windlasses at the bow can only pull so much. Exterior clamping at the bow is necessary.

(6). The Quick-Grips cannot grab the panels. Install four sheet metal screws into ply only to give Quick-Grips something grab onto (let about 5 threads show). Remove the rubber tips on the Quick-Grips.

(7). Crank the Quick-Grips close to where you want the side panels to be (it may bend the screws, that's okay). Push stem towards the front until its flush with bow. Tack in place.

(8). Install a string down the centerline of the hull, run it from the rear to the bow. It should line up with the centerline mark on top of each bulkhead. Shove bow to either side until everything is aligned (it may be necessary to undo stem nails). If it won't stay put, wedge a 2x4 to a wall, then nail a diagonal to hold hull in position.

(9). Check that the bulkheads are square to the centerline. Make the plywood piece that fits over food bin. Pick up dimensions from hull. For now, keep it in one piece. Tack in place. Nail in diagonal braces (they are important items).

(10) With sheer and chine cut-off pieces, mark stem where slots will be made (it will be necessary to bevel end of pieces to get them against stem).

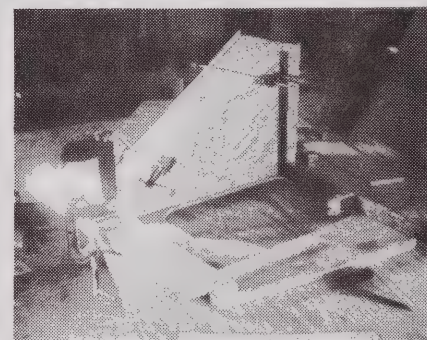
(11) When everything suits you, disassemble completely. Make sure the nail locations on the side panels are marked to aid in the realignment of the panels to bulkheads.

**Install Baffle:** Epoxy coat both sides of baffle, let cure. Use a rope to pull it into a curved shape. Clamp rope to prevent it from slipping off. Glue and nail in place.

**Vent Trunk Construction:** The more I study this feature of *Paradox*, the more it interests me. It's actually a plenum chamber, allowing the air to enter the cabin freely at all times, yet ensuring the rain or any other water is prevented from coming inside. All openings in the deck for the mast and control lines entering the interior are not required to be watertight, as they must be on other boats. Water can run freely around the mast opening and the holes provided for lines without entering the cabin or bilge, its only path is overboard.

Build the lumber up for the maststep, attaching all the parts to bulkhead #2, making sure there are no nails in the way of drilling drain hole. Drill hole. The extension shaft of the drill should stay in line with the inside edge of the sloping cleat. You have a foot of lumber to drill through. Have extra material at the bottom for fairing.

The idea now is to make all the vent sides, but not attach them at this time. See the photo of the vent trunk. Notice that two squares are used. This helps obtain dimensions needed to make vent sides.



**Epoxy Coating:** Coat the inside of the side panels, between the grid lines. Leave chine, sheer and bulkhead contact faces bare wood.

In an earlier installment epoxy coating technique was covered. One special technique has to be added; jumping open spaces or moving epoxy from one area to another.

Now, it'll be used to jump the grid lines. On the first coat the epoxy is applied with a squeegee, the second coat (final coat), the epoxy is applied with a putty knife. On that coating you'll have pools of epoxy that must be moved to the next grid.

Moving the excess epoxy from one grid to the other is accomplished by doing what I call the "Epoxy Flip". Scoop the epoxy up onto the putty knife blade, carry it over to the next grid and flip it over onto the new surface. Once smoothed out, these surfaces will need no further work, just dusting and wiping off prior to installing insulation (this is done later).





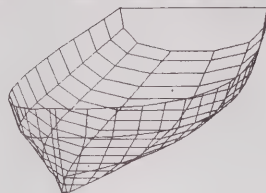
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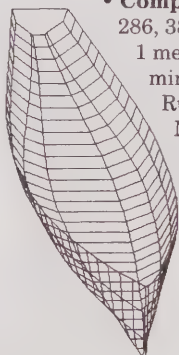


Center of effort of each sail  
Center of effort of sail group  
Lead of sail vs. lateral area  
Table of sail design

- **CAD export:** (use for cabins, decks, etc.)  
.DXF file 2D hull  
.DXF file 3D hull  
.DXF file plywood  
.DXF file sailplan

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**Insulation Patterns:** Lay the side panels flat with the inside face up. Make paper or cardboard patterns of the area where the insulation will be installed. Place these patterns aside for now, the patterns will save you lots of time and you'll achieve a good fit when it's time to install the insulation.

**Orange Cutter:** This tool is introduced here as it's the only tool for cutting thick insulation, also it's better than the Stanley type knife. The reason for that is, you have a longer length in the blade allowing a long sawing action that's needed.

I call it the orange cutter because that's the color they've been for years, however in the stores now some are green, so I'll describe it. It's 6" in length, with snap-off blades (but you'll have no need to do that). It must have a positive lock feature. In a later installment, there's an explanation on how to cut fiberglass cloth with this tool.

**Hull Assembly:** Some references for boat building recommend drilling holes half of the diameter of the ring nails for pilots. That may be true for small nails (3/4" and 1"), but for large nails you had better use three-quarter the size of the nail, if you want to avoid splits. Drill a pilot hole for every nail you install. Have a drill with the bit installed, and ready (one you don't like because it's going to be caked with epoxy).

Make sure slots for sheer and chine are cut in the stem. Cut a saw cut into each bulkhead indicating base of sheer and chine. Important: Do not cut bulkhead corners, yet, they are needed for alignment.

Apply glue and position bulkhead #3 in position. Nail in pilots (standard nails, not ring nails). Drill holes for ring nails. Drive ring nails in.

Repeat for transom and remaining bulkheads, finally stem, making sure water tank cover and food storage cover are temporarily tacked in place. This step ensures hull is square.

Install string down centerline, square up; install diagonal braces. Set all ring nails below the surface with a punch. Remove pilot nails. Install ring nails in their place.

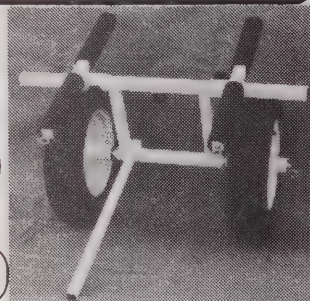
Clean up with a putty knife and vinegar. Best to now go away and come back the next day.

**Coming Next:** The next installment, "Building Paradox-Part 11", will include "Scarphing Bottom Panel", "Fairing Hull", "Making Pintle", "General Fiberglassing" and "Drilling Rudder".

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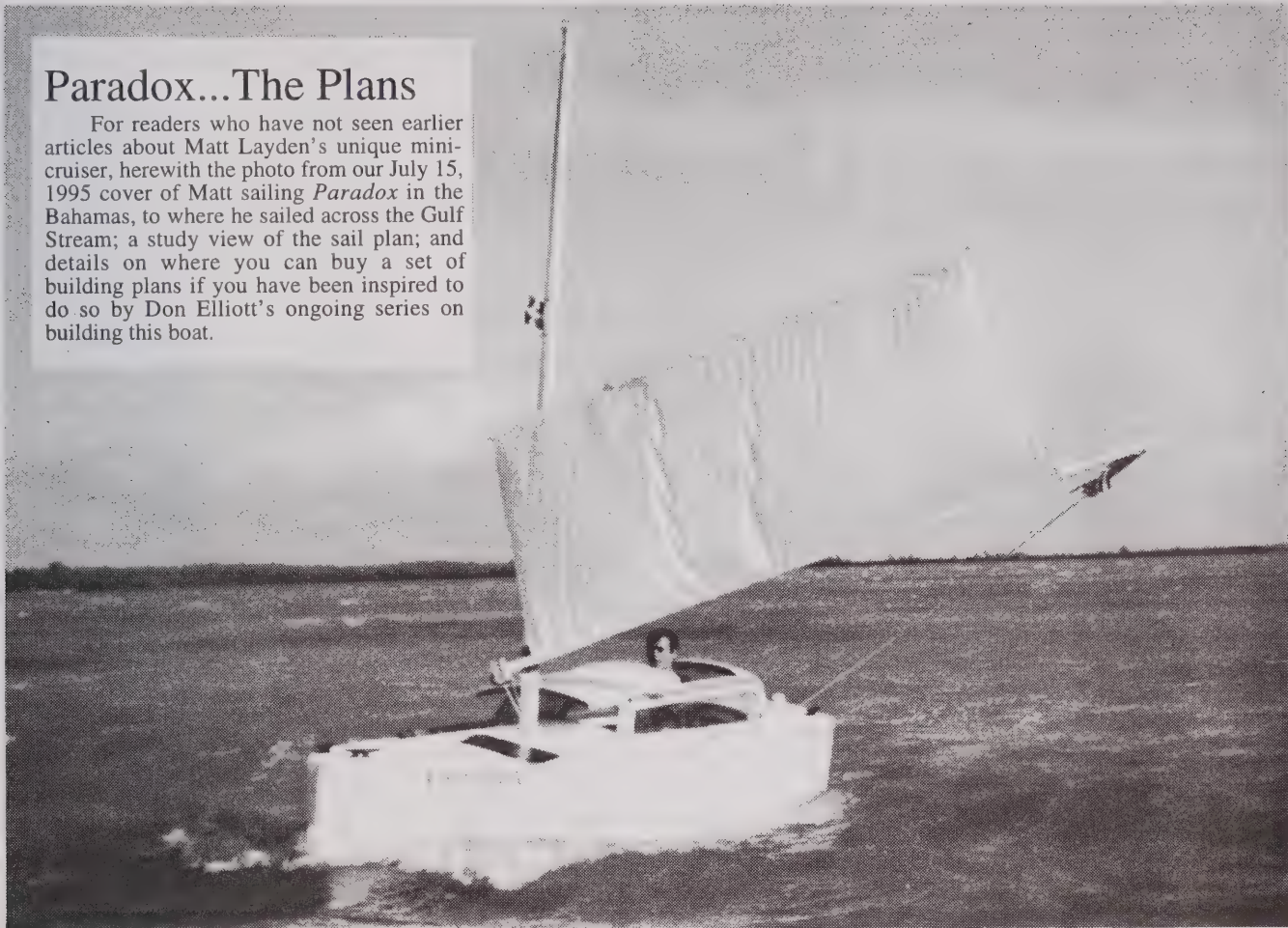
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# Paradox...The Plans

For readers who have not seen earlier articles about Matt Layden's unique mini-cruiser, herewith the photo from our July 15, 1995 cover of Matt sailing *Paradox* in the Bahamas, to where he sailed across the Gulf Stream; a study view of the sail plan; and details on where you can buy a set of building plans if you have been inspired to do so by Don Elliott's ongoing series on building this boat.



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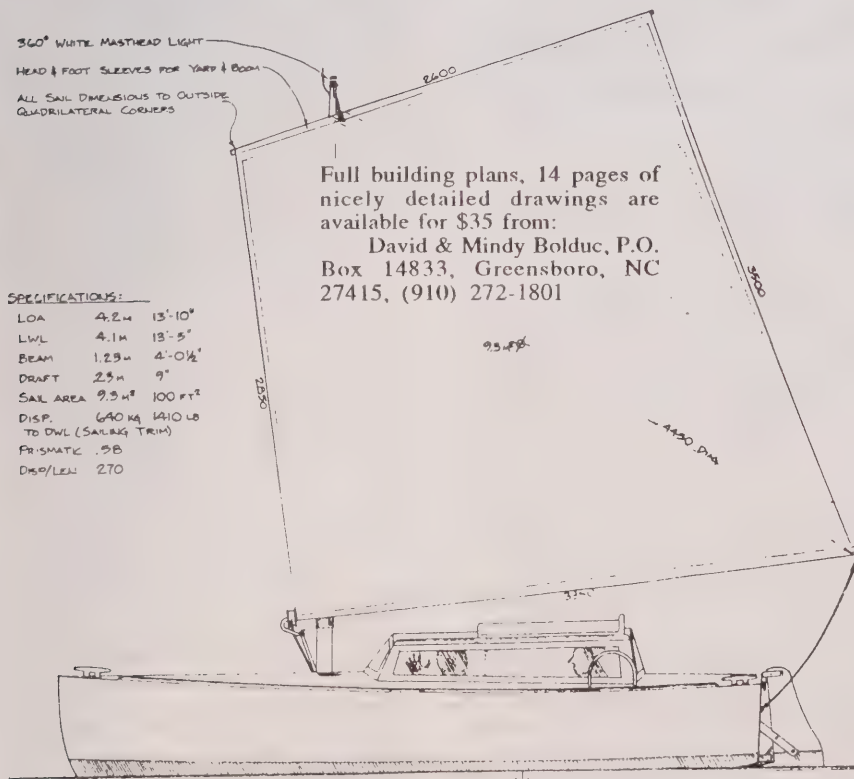
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## SPECIFICATIONS:

LOA	4.24	13'-10"
LWL	4.14	13'-5"
BEAM	1.29	4'-0 1/2"
DRAFT	2.34	9"
SAIL AREA	9.54	100 FT <sup>2</sup>
DISP.	640 KG	1410 LB
TO DWL (SAILING TRIM)		
PRISMATIC	.58	
DISP/LEN	270	



SAIL PLAN  
SCALE 1:20

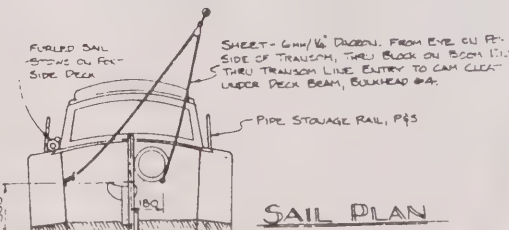
**SAD COMMENTARY:** FROM EXPERIENCE WITH THE PROTOTYPE, THE DESIGNER BELIEVES THIS TO BE A DAMN GOOD VESSEL. HOWEVER, NO GUARANTEE IS MADE OR IMPLIED AS TO ITS PERFORMANCE, SAFETY, OR SUITABILITY FOR ANY PARTICULAR PURPOSE. BUILDER AND OWNER ASSUME FULL RESPONSIBILITY FOR RESEARCHING AND STUDYING ALL ASPECTS OF VESSEL DESIGN, CONSTRUCTION, EQUIPMENT AND OPERATION, AND FOR CARRYING OUT SAME TO ADEQUATE STANDARDS FOR ITS INTENDED USE. THESE PLANS ARE TO BE REGARDED AS A GUIDE. NOT INTENDED AS A COMPLETE OR COMPREHENSIVE MANUAL.

**NOTES:** ALL DIMENSIONS IN MILLIMETERS, UNLESS OTHERWISE INDICATED. INVERT IN A METRIC TAPE AND METAL RULE. (TRY IT, YOU'LL LIKE IT!) DO NOT SCALE FROM PLANS UNLESS ABSOLUTELY NECESSARY. USE ONLY DIMENSIONS SHOWN, AND MEASURE MATING PARTS FROM WORK. ALL DIMENSIONS ARE DERIVED FROM 1/4" SCALE LINES AND MODEL, AND FROM PROTOTYPE. MEASUREMENT FROM THESE SMALLER-SCALE DRAWINGS MAY REDUCE ACCURACY.

**MATERIALS:** CAREFULLY SELECTED A-C EXTERIOR FIR PLYWOOD HAS PROVEN ADEQUATE, BUT MARINE-GRADE PLY MAY PRODUCE A STRONGER, FASTER, LONGER-LASTING BOAT. EQUIVALENT THICKNESS: 6mm = 1/8" NOMINAL, 9mm = 3/8", 12mm = 1/2", 18mm = 3/4". SEE DWG #6 FOR SHEET QUANTITIES & LAYOUTS.

SOLID WOOD MAY BE FIR, CYPRESS, LAUREL, MANOULI, SPRUCE, OR ANY MEDIUM-DENSITY WOOD WITH GOOD GLUING & NAILING CHARACTERISTICS AND GOOD DECAY RESISTANCE. AVOID OAK, TEAK, MAPLE, BIRCH, PDLAR. EQUIVALENT COMMONLY AVAILABLE THICKNESSES: 19mm = 1" OR 3/4" NOMINAL, 23mm = 3/4" NOM, 28mm = 2" NOM. HAND-SELECTED LUMBER YARD FIR IS GOOD IF FAIRLY CLEAR & STRAIGHT. GLUE: EPOXY OR RESORCINOL. RECOMMEND EPOXY SEALING HULL & STRUCTURE INSIDE, AND SEALING OR GLASS SHEATHING OUTSIDE, THOUGH PAINT FINISH WILL BE ADEQUATE FOR A LIGHT-USED BOAT.

HULL FASTENINGS: BRONZE RING NAILS (CRIPPAST, THREADED, ANNUAL), 2mm. QUANTITIES: 1" Ø 14, 1 LB; 1 1/2" Ø 12, 3 LB; 1 1/2" Ø 10, 2 LB; 2 1/2" Ø 10, 2 LB. SPACE NAILS 10"-10mm, ACCORDING TO PLY THICKNESS. FASTENINGS ARE INTENDED AS PERMANENT BACKUP TO GLUE BONDS, TO LIMIT SPLITTING AND DELAMINATION FROM IMPACT OR AGE.



SAIL PLAN  
PARADOX

4.24 COASTAL CRUISER

MATT LAYDEN • 7/94 • DWG # 1



In "Boating Made Practical" in the November 15th issue "MAIB" the Pintle Sisters have some good ideas, but for all their vast inexperience as "naval artichokes", they missed a couple of things in their research.

I got really concerned about their references to "fiberglass termites". This is not a new problem at all. Their migration to California from Taiwan is only the most recent chapter in their history. Back in the 1970's, they were first noted by a British sailing humorist (or humorous sailor, or maybe he just sails a funny boat). Bill Beavis (I think) wrote about these pests and named them "polyestermmites" (more recently we have discovered that their botanical name is "Boatvorous Fictishus").

They caused a minor panic at the time, but it has since been discovered that they love Japanese seaweed and the like even more than they like polyester resin. So the simple defence strategy is to not put antifouling paint on the bottom of the boat; they get so happy eating the growth they ignore the hull completely. I suppose another defence might be to sheath the outside of the hull with Jane's favorite, ferro-cement. However, as this adds considerable weight to the boat, many racing types will not want to take the rating penalty of all that extra ballast.

A more insidious danger to boating folks in some fresh water areas is the sneaky "Tiger Mussel". These have shown up in the Great Lakes and the word is that they are posed to launch a surprise attack at some coastal centres of boating.

From the number of comments in various issues of *Messing About* on the merits of Hassler & McCloud's "Practical Junk Rig," I would take it that a number of your readers have such a rig. To them in particular I would like to describe a surprisingly effective device, the idea for which came to me after a mere two years of thought.

To deal with the unfortunate necessity of climbing to the masthead from time to time, I once spent three days making a ladder of thick walled PVC rungs attached to some old stainless wire shrouds. It was enormously strong but just marginally satisfactory in every other way. The thing took up far too much space when stored and, when hoisted to altitude, required extra stays tied here and there to restrain its tendency to twist around and leave me hanging upside down. The base had to be tied to strong points on the coach roof several feet from the mast, and you would think that an angled ascent would be and feel more secure than a straight vertical climb. This was not the case. I could not reach the mast to steady myself until I was nearly at the top, and even then I never felt remotely safe.

I hated the thing. It would take me a half-hour to nerve myself up for an ascent, that after a good twenty minutes spent putting it up in the first place.

After rejecting a lot of alternatives (I even considered putting stays on the mast just to be able to tie on crossbars and have a reliable ladder), it came to me that a Junk Rig already has the moral equivalent of stays, at least sufficiently so for my purpose. The mast lift is a line which attaches to the masthead

## Tools & Techniques

### What The Pintle Sisters Missed

By Jaques Tarre

One friend of mine had a most tragic experience with these armor plated marauders. He had a water-ballasted sharpie of the "Unhinged" class (I think it is a poor copy of Bolger's "Anhinga"). Anyway, he found an increasingly alarming stability problem, finally diagnosed as a glut of these mussels in his water ballast tanks. There seemed no solution, until he came up with what seemed like a stroke of genius. He invited a couple of dozen of his friends to an "old fashioned steamed mussel feast".

With all the assembled guests present, there was enough muscle power (not mussel power) to lift the sharpie out of her watery berth and set her on the previously placed scaffolds just above a driftwood fire. So far, so good; as the water heated, the mussels would be steamed and should be retrievable from the ballast tank, since they would no longer be consciously clinging to the tank

surface.

Unfortunately, my friend forgot the good, and oft repeated advice of both the late Pete Culler and the usually on-time Dynamite Payson. In the interests of economy he had built his sharpie of exterior grade plywood, which both writers had declared acceptable so long as he would not boil his boat. In trying to get steam to steam the mussels, he raised the temperature to the boiling point. And the next time he launched her, she developed a remarkable resemblance to the survival technique the Pintle sisters espoused for ferro-cement boats in dangerous coastal waters.

On another topic they mentioned, one yachting friend of mine claims he has actually seen one of those navigation satellite things that the ladies said do not exist. He was most definite about it. However, I heard that the police had taken him in to question him about it and he has now toned down his statement and claims he was really only abducted by aliens in a UFO. Oh well, "c'est la vie"!

I hope this may help those who read the article by the Pintle Sisters and found themselves totally bumfuzzled by some of their new theories. It takes training and a degree in math to work out all the intricate matters of a rating rule or a knot meter. The average layman cannot compete with someone of their high degree of training (obedience or otherwise). I hope they will send in some more articles; maybe they can help us figure the proper ratio for an aspect (or is that aspic?).

Jacques Tarre, Apohaqui, NB.

### An Effective Flexible Masthead Ladder

By W.S. White

and loops around the base of the mast, supporting the sail bundle in the bight formed at the bottom. I simply replaced this with two lines, with rungs spliced in place.

The line I use is 1/2" three strand dacron and the old mast lift was cut up to make the rungs. I am now a proficient splicer, having made over two dozen splices in assembling the mast lift/ladder. At the top and bottom are rungs made of thick teak bars (about one foot at the top and two feet at the bottom with the intervening rope rungs of gradually decreasing length as you ascend) and the lines forming the side simply pass under the sail bundle and are tied together after going behind the mast. The weight of the sail bundle keeps it taut enough for comfortable use, and I can wrap myself in my homemade from a length of old nylon line bosun's chair and tie the two ends around the mast for support, very like that which his belt gives a man climbing a telephone pole. At the top I loop this line around a support and could not fall if I wanted to, although I do not feel insecure at all.

The one feature I retained from my previous ladder and one which I earnestly recommend for any non-rigid ladder is a third length of line fastened to the top support and

tied with small stuff at the center of every rung. I used an old length of, I guess, 7/8" line which is thick and easy to hold on to and strong enough, despite its age, to lift a small truck. It gives a firm handhold well centered over my own center of mass as well as giving each foot its own support. Without it, both feet would tend to slide together in the center and my off-center pull with my hand would make me twist uncomfortably.

I cannot recall the last time an alteration gave me such satisfaction and so many improvements with, as best as I can figure, so little cost in practical terms (a bit more windage and the cost of 40 or 50 feet of line). It enabled me to throw away the heavy old ladder and eliminated the set-up time it used to take, the thing is always there and it doesn't frighten me just to climb it. It swings with the sail as well as a single line lift did and certainly should be as strong as one could wish. According to the tables, two lengths of 1/2" dacron should support well over 10,000 pounds.

The only thing I dislike is that the side ropes have twisted enough that some of the splices come from the wrong side of the line, but I do not see how to ensure that this will not happen unless it were assembled under tension. Even then, if the tension were different from that of the weight of the sail bundle, the line would twist some 90 degrees over half the length (about 22 feet altogether). It seems impossible to avoid and a good four or five tuck splice is not only stronger than alternative methods of fastening the rungs but should chafe far less as well.



# A Dozen Years With Polytarp Sails

By Gary Hall

Articles appearing in this magazine over the past couple of years concerning polytarp sails prompt me to share with you my own experiences. I started using this material for sails about twelve years ago. I had built a little 12' Friendship-looking boat but the nylon sail I made for it stretched out within a week of launching.

When I saw a blue plastic tarp in the hardware store I thought I had died and gone to heaven. My daughter had a pup tent made of this material, and while the idea of using it for my sails had crossed my mind, I couldn't find this material in sheet form.

I had my wife at her Singer within hours. By that weekend we had beautiful blue sails with white stitching. The sails were constructed much as Jim Michalak has suggested in his articles.

While this first suit of sails worked fine, I dreamed up some improvements; larger jib, more roach in the main, etc. My "better half" objected to sewing up a new suit every week. She made what turned out to be a very enlightening statement: "The worst of it is that you cut the material all up only to have me sew it back together again!"

She further reminded me that I was not skippering an America's Cup yacht. In fact this was not only the first boat I had built, it was also the first sailboat I had ever been on!

All my efforts to convince her of the necessity of broad seaming and using other exotic sailmaking methods fell on deaf ears. She allowed that she could make clothes for her mother (5'2" and outweighing any NFL lineman). She could take a flat piece of material and give it "shape". Her final ultimatum was, "You lay it out on ONE sheet and I'll produce a sail with "pocket" and double white zig-zag stitching. Otherwise, sew it yourself!"

Well, my hands don't fit the old Singer worth a darn. On top of that I found an old book on sail making in a used book store. I showed her the part about putting a roach on the edge of the sail and then attaching it to a straight spar, thereby gaining a "pocket" or "belly".

She said, "I could have told you that!"

The end result was a lovely suit of sails with plenty of shape and white zig-zag fake "seams".

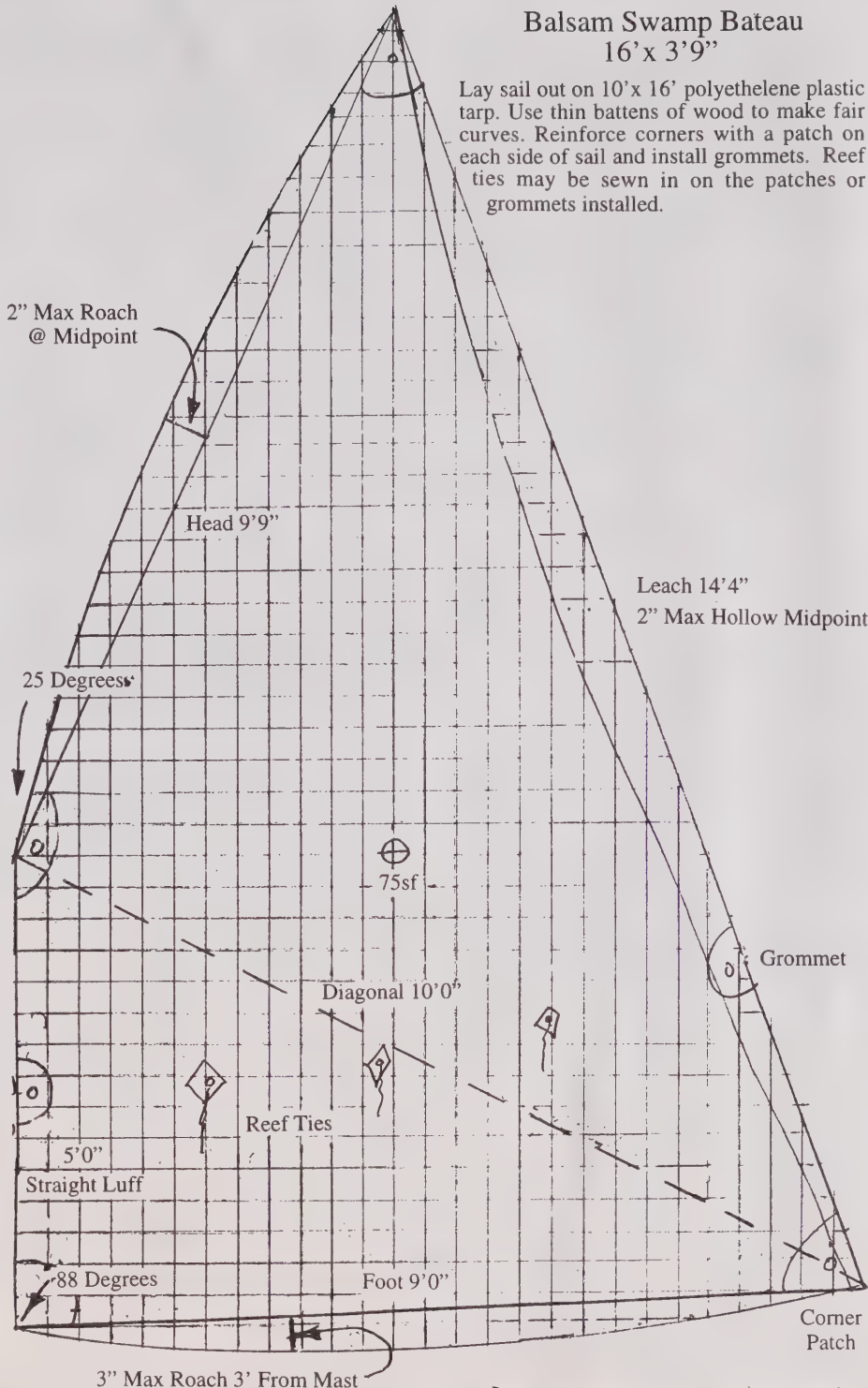
My next boat was loosely based on Phil Bolger's "Schooner" (24' Light Schooner). It was rigged like a cat ketch with balanced lugs, except that the rear sail was larger than the fore and it had a tiny mizzen.

I like to call it a "cat schooner yawl". Some of my friends named it the "Tarps'l Schooner". Despite these words, it worked very well with tarp sails made on the same principle. I later equipped it with tanbark dacron sails only to find very little, if any, improvement.

I then experimented with one of those balanced lug sails on what was to become my "Balsam Swamp Bateau".

The sails on the schooner were peaked very high and this rig layout was continued with the bateau. I feel that this high peak is absolutely necessary for added performance,

2" Max Roach  
@ Midpoint



Balsam Swamp Bateau  
16' x 3'9"

Lay sail out on 10' x 16' polyethelene plastic tarp. Use thin battens of wood to make fair curves. Reinforce corners with a patch on each side of sail and install grommets. Reef ties may be sewn in on the patches or grommets installed.


3" Max Roach 3' From Mast

especially to windward.

The sail drawing for the bateau details this rig. I no longer sew fake seams into my sails, but feel free to do so if it pleases you. I'll guarantee that no amount of, or type of, sail shaping will improve the performance of a sail this size on this size and type of small boat.

I hope this may save some readers a few steps, we don't ALL need to be reinventing the sail each time we undertake to use this useful and inexpensive sail material.

Gary Hall, 1559 Rt. 12, Binghamton, NY 13901.



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Mike Wagenbach commissioned this design for two-some cruising primarily on Puget Sound with occasional trailer expeditions elsewhere. The point of the new design would be for both to travel lightly, to keep themselves and their gear reliably dry, and thus in good morale, under the region's daily procession of sunshine and showers, and to enjoy the predictable privacy of a comfortable place to rest for the night where they could also wait out some nasty days without accumulating fees and cruising constraints of having to book campsites during peak vacation season or violate someone's property rights. Some shelter from wave action could be found almost anywhere traveling the more open waters of the region while being bug-free with the help of some optional screening, estuaries, rivers, lakes could be explored with a week or more of independence without deprivations.

He specified the four-oared (or rather double-scut) layout so that he and his companion could work out together. The arrangement is valuable to buck strong streams and winds for short distances, doubling the oar power allows moving in bad conditions in which a boat this size with a single oarsman would be weather bound. For longer distances in good conditions, two people taking turns rowing can keep her going all day at three knots and cover 20 or 30 miles without extraordinary conditioning or exhaustion.

Outboard motor power was rejected on account of expense, noise, mess (oil and gas in the boat), nuisance (carrying and caring for the motor and fuel), concern about fouling the prop in shallow or obstructed water, more or less reliably covering some distances without typical pollution and, possibly most important, simply for the sporting challenge.

The boat was required to sail well on all points whenever there was enough depth of water. She needs six inches of water for row-

## Bolger on Design

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Two pairs of oars  
150 square feet gaff sail**

ing but at least two feet, preferably more, to sail to windward and a fair breeze. Oar and sail would thus readily be alternated in response to weather and itinerary. To respond swiftly to such conditions, it is desirable to be able to strike the rig down so quickly and easily that there is no hesitation about doing so, even in open water. Hence the unstayed gaff cat rig with its mast only 14-feet long above the tabernacle axis offering low-strain pivoting of the mast anywhere on the water, or when launching or keeping her ventilated under a tarp on the trailer in the backyard. Tabernacled, but without any other mechanical aids, the short rig is fully controlled under all such conditions with the sail, halyards, sheet, topping lift remaining attached and "in their place," controlled with a short bungee cord or five, easily eliminating typical tangles and time-consuming routing of lines each time the mast comes down or goes up. "Out there" or on the trailer, the mast is inside the boat's length when it's horizontal without disconnecting anything. Double topping lifts allow the sail to be lowered without holding the boat head to wind. The lowered mast acts as a ridge-pole for a tent and the boat can be rowed with the tent spread; that is, on a day of rain, as has been known on Puget Sound, the cruise can continue on schedule, snugly dry but well-ventilated fore and aft to evaporate perspiration. So, between oars, sails, and the various ways to use currents and tides, the sporting challenge of this small cruiser would extend well beyond just regular physical exertion.

The key to capability is the "Birdwatcher" transparent raised deck. With the hinged oarports closed, the boat will float high on her side in a beam-ends knockdown, with the 2-foot wide "standing room" along her centerline so high out of water that there is no chance of her shipping water. The weight of the heavy bottom should right the boat immediately without other ballast or any action from the crew. All sail and mast handling is done waist-deep in the boat, "two hands for the ship" with no chance of going overboard at the launching ramp or out in open water. Under sail in strong winds the crew, including the helmsman, sits on the bottom of the boat on the weather side with perfect shelter from spray, cold wind and strong sun in a position almost as efficient to keep the boat on her feet as a strenuous hiking attitude in a conventional boat.

Of course, the sharpie hull under sail makes little spray to begin with, the tall flaring sides intercept almost all there is and any spray that makes it to the deck blows clear over the standing room and to leeward. This elimination of excessive physical strain, hiking out, exposure, holding on for balance and marked reduction of mental strain, risk of capsizing

or piloting hazards, allows the boat to keep going on for long sails without unnecessary hardship and the dangers from over-exertion. Combined with the good sailing qualities of the hull and rig she can make fine passages in waters unknown to most cruisers.

The raised deck curves in to the tabernacle forward to improve vision ahead and reduce air drag in head winds. The railings around the forward and after decks give good handholds for handling lines and for boarding. They also provide "outside" lashing and storage points for wet lines, fenders, anchors, the full spare toilet tank, dirty boots and all sorts of things best not brought or kept inside the dry and clean living quarters. The "tiller-free" afterdeck in particular would allow fish cleaning, putting the propane burner "outside" for low mess cooking or a good place for the swimmer to towel off after the climb up over the starboard transom steps.

For sleeping, the interior, with the standing room tent in place, has 45" wide by 7' 6" long flat, rockered sole to spread air mattresses, with the rowing seats and foot braces removed from their sockets. There is good sitting headroom under the side decks and about 4-1/2 feet under the ridgepole. The portable toilet is kept forward alongside the centerboard trunk.

This arrangement of far-forward centerboard and a very large and deep rudder allows the large, clear sleeping and lounging space. It also makes for steady steering on all points of sailing, another plus for relaxed cruising. Both centerboard and rudder pivot freely when they hit bottom, the boat can be sailed on to a beach at full speed without hesitation and the centerboard can be lifted out of the trunk with the boat afloat.

With her simple shape, the easily-built strong bottom for beaching and rough road trailer hauling was taken for granted. As designed, the bottom is 1/2" plywood with a 16" wide 1" shoe added down the center, all sheathed with fiberglass. The strongly rockered flat bottom will also allow stepping dry straight onto most beaches while reducing surface area under oars (the most important drag on a rowing boat of this size and power) and simplifying trailer hauling to the utmost. This shape is also the simplest and fastest to build of any boat shape. Construction is bottom-up, with all the basic components prefabricated and prefinished, including most glass sheathing, from diagrams furnished with the plans.

Picture the boat, trailed over fast highways and backwoods roads to the most primitive launching ramp (combined weight of boat and trailer well under 1000 pounds), sailed fast across a rough and windy strait, then rowed many miles up a sand-choked or rock-infested, tree-overhung inlet and camping off a beautiful but "private" shore, all without anxiety or dependence on shore facilities. Now you can concentrate on cruising where almost any itinerary goes. There is Puget Sound and the BC fjords. But there is also the wild upper reaches of the Missouri, the surprises of the Delta down in Louisiana, the expensive shoreline of Long Island or this year's section of the circumnavigation of the eastern United States (consider it the Appalachian Trail of have-to-do inland and coastal cruising). Then there is just the weekend in the local marshes to see from your personal blind which birds are not in the field guide.

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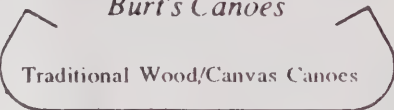
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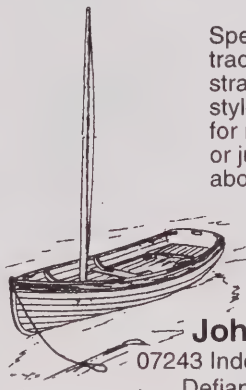
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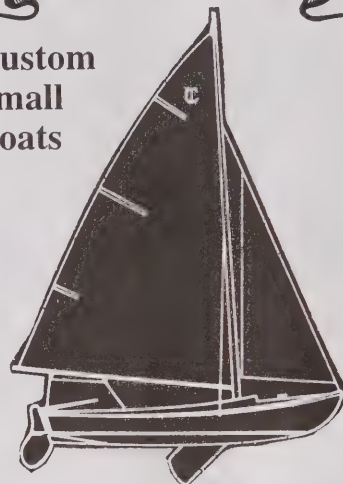


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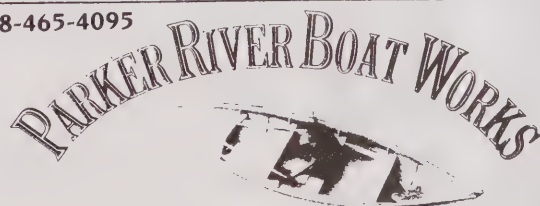


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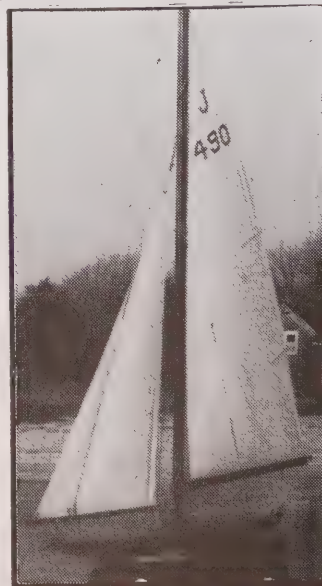
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**Douglas Scott**





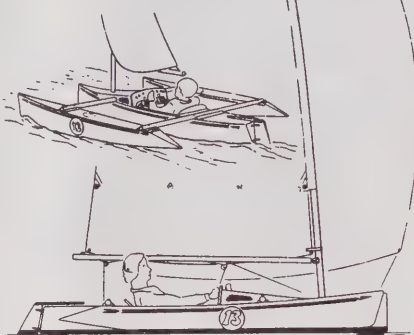
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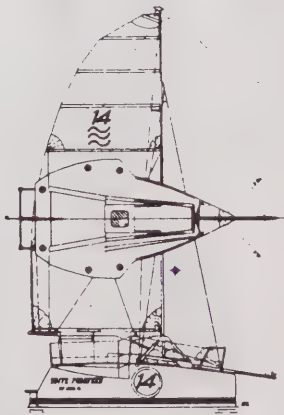
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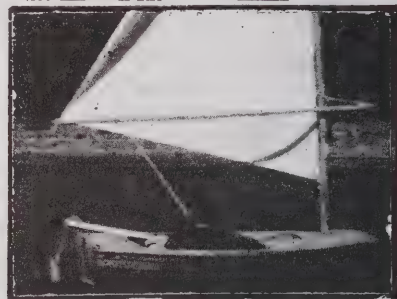
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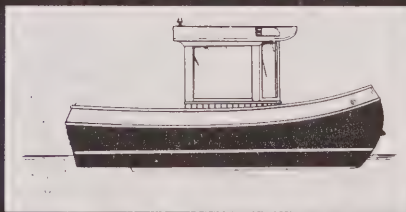
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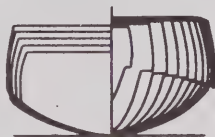
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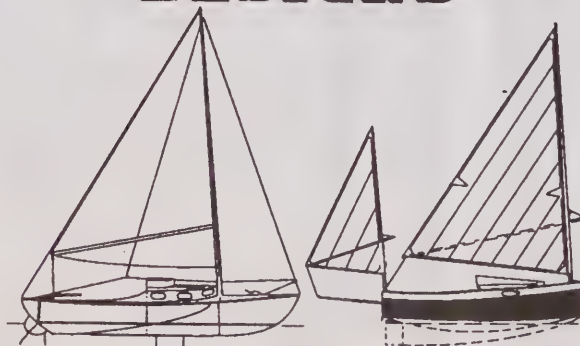
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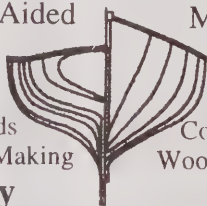
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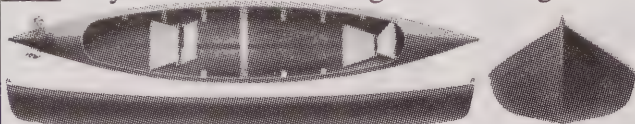
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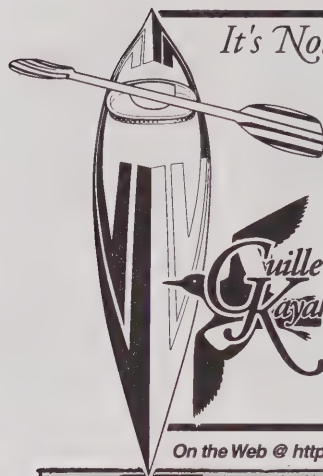


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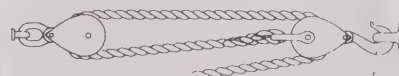
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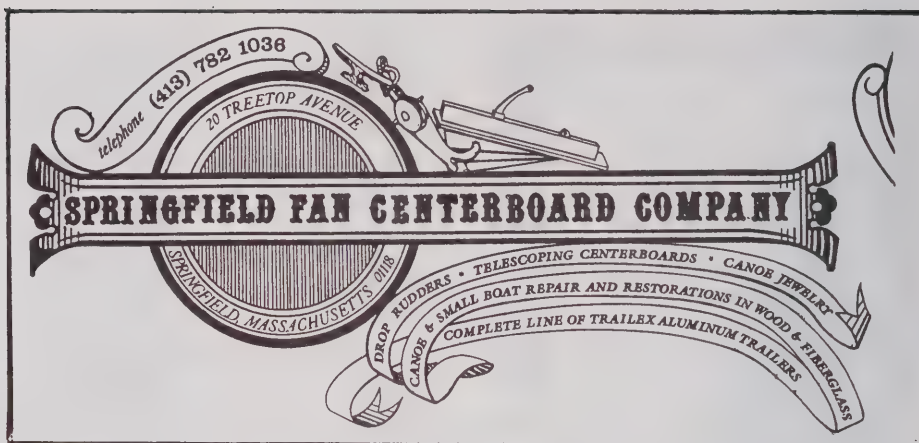
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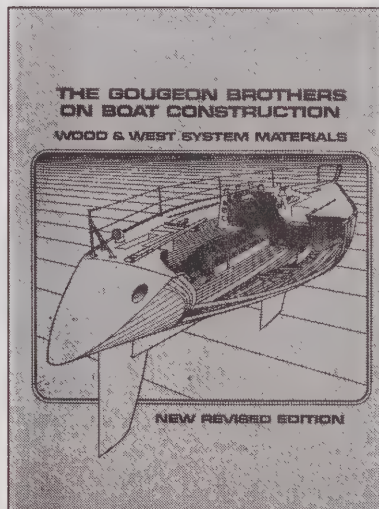
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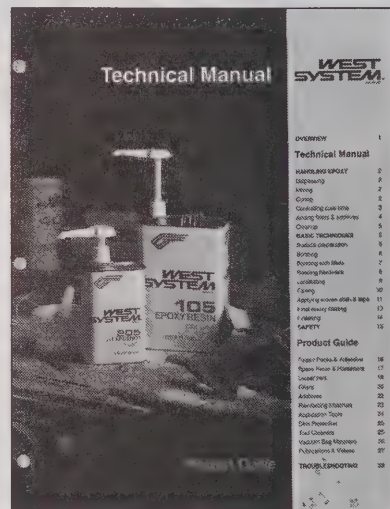
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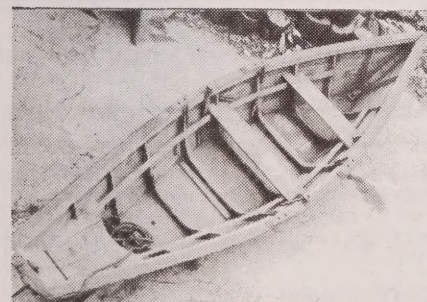
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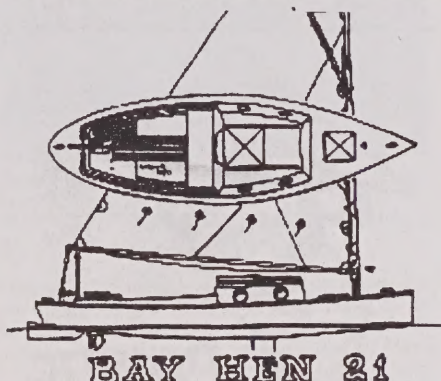
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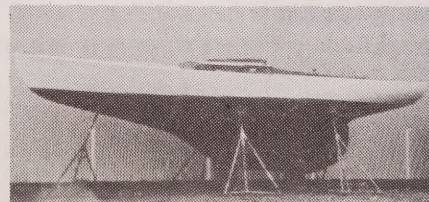
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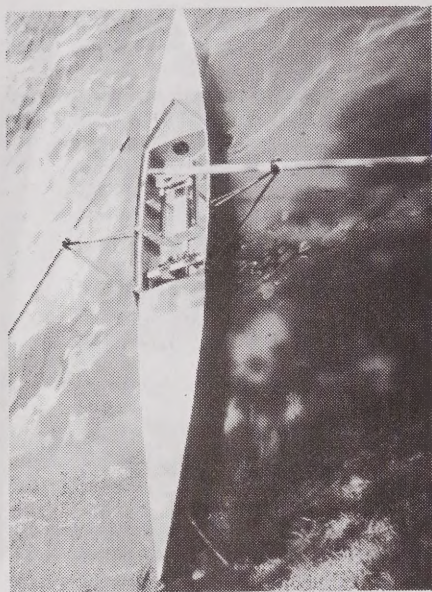


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**13' Birchbark Canoe**, ca 1900. To be auctioned Feb 1, 4pm. Pre-auction est \$2,000-\$3000.  
Central Maine Auction Hall, Thorndike, ME., (207) 568-3800, (18)



**26' Westerly Chieftain**, aft cabin Centaur w/wheel, diesel. Dry stored 5 seasons in VA. Mint, Urgent, health crisis. \$12,000.  
KEN PAGANS, Corpus Christi, TX, (512) 949-9386 eves. (TF)

38

**20' Rowley Skiff**, from Winninghoff Boats w/85hp Johnson & trlr. \$3,500. **28' Winner Flybridge Cruiser**, \$7,500.

DICK DUDEK, Waterford, CT, (860) 277-2858. (19)

#### BOATS WANTED

**Wooden Canoes**, canvas or FG covered, & birchbark. Any cond. Highest prices pd.  
ED HOWARD, Essex, MA, (508) 768-7282. (19)

**Folbot Kayak**, FG double or other vy high volume dble kayak.  
DICK DUDEK, Waterford, CT, (860) 277-2858. (19)

**O'Day Twelve Owner**, I wish to locate someone who owns one of these open FG sloops, LOA 12'4", beam 5', hull weight 200lbs. This is not the Widgeon but has identical dimensions. Last known manufacture mid to late '70's. Please write to:  
ALFRED CURRAN, 109 Paul Manafort Dr., New Britain, CT 06053. (18)

**Wenauet Kitten**, by Bigelow, in working or restorable cond.  
C. TRAINOR, S. Dartmouth, MA, (508) 636-2375. (18)

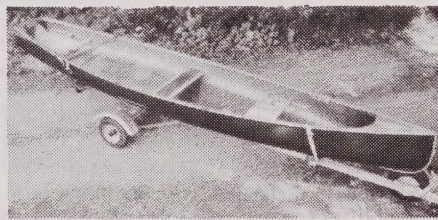
#### GEAR FOR SALE



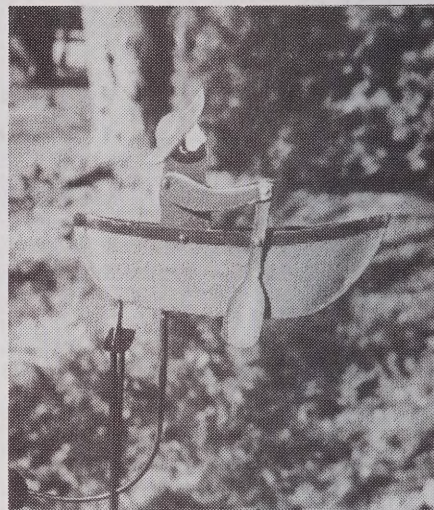
**T-Shirts**, featuring an "Old Salt" showing his good natured disdain for plastic boats. Heavyweight 100% white cotton with full color image. Short sleeve, L,XL \$16. Shipping \$3.50.  
FAUS DESIGNS, 81 White Dogwood Dr., Etters, PA 17319. (18EOIP)

**Constant Camber Mold**, to bld John Marples 3 meter trimaran. Located in San Diego, CA. Free, come & get it.  
BOB LIEBER, Fallbrook, CA, (619) 723-4879. (19)

**150lb Mushroom**, \$100.  
DICK DUDEK, Waterford, CT, (860) 277-2858. (19)

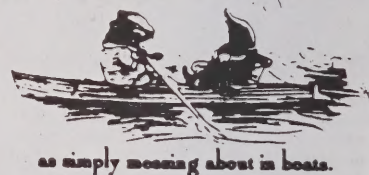


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MASON SMITH, Long Lake, NY, (518) 624-6398 phone or fax. (18P)



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DESIGN WORKS, Dept MC, Box 880, Silver Spring, MD 20918. (TFP)

**Keel Sailboat Trailer**, custom Shoreline hvy duty 5,000lb axle, 4,000lb capacity, currently rigged for Ensign w/4 upright supports. New cond, never registered. Cost \$5,000, asking \$1,500. '96 Nissan 2-1/2hp OB, used once. Cost \$520, asking \$440. '81 Evinrude 4-1/2hp twin OB, recent compl overhaul. Asking \$350.  
PETER BERMAN, Norwalk, CT, (203) 847-5793. (18)

#### GEAR WANTED

**Rana Boat Gear**, sail rig for 14-1/2' model, also rudder, daggerboard & hull if restorable.  
DAVID KOSCHMANN, P.O. Box 47, Gustavus, AK 99826, email: koschmann@seaknet.alaska.edu (19)

**Cast Iron Shimite Stove**, or equivalent. **Anchors**, **Hvy Dity Trlr**, for 26' boat.  
DAVE GILROY, 48 Hatchet Hill Ln., E. Granby, CT 06026, (860) 658-9972. (19)

**Hurth Reduction Gear**, in gd shape. Prefer HBW 150.  
JAY FOLEY, 200 Summer St., Worcester, MA 01604, (508) 753-2979 days, (508) 791-3933 eves. (18)



## SAILS & RIGGING FOR SALE

**Jib, Main & Mizzen**, to fit 33' Herreshoff Meadowlark. Tanbark dacron. As new, never used. Asking \$1,000.  
PAUL ANTHONY, Mt. Vernon, MO, (417) 466-4282. (19)

## SALES & RIGGING WANTED

**Roller Furling Headsail**, or genniker, used but useable for a '73 O'Day 22. Also interested in any decent used O'Day 22 gear (sails, spars, hatches, manuals, etc.).  
MICHAEL POLLARD, Hingham, MA, (617) 749-5583, email: pollardm@umbsky.cc.umb.edu (18)

## BOOKS & PLANS FOR SALE

**Nautical Books**, used, rare, out of print. Send for free list. Search service.  
JUST BOOKS, RR2, Box 214, Mt. Vernon, MO 65712, (417) 466-4282. (19P)

**\$200 Sailboat**, 15'6"x4'6". Plans w/compl directions, \$20. Info SASE.  
DAVE CARNELL, 322 Pages Creek Dr., Wilmington, NC 28405. (TF)

**Book List**, of new, used, scarce & rare books of interest to builders, designers or lovers of boats, ships & models. Send \$1 for list.  
BAY VIEW BOOKS, 595 Fireplace Road, East Hampton, NY 11937. (TFP)

**L.F. Herreshoff Plans**, compl sets for *Double Paddle Canoe*, *Prudence & Nereia*. I am retiring & also have many nautical books to sell, all in like new cond. Incl are Atkin, Bolger, Chapelle, Herreshoff, Street, Taylor, Villers, etc. Send SASE for lists.  
WM. L. DELANEY, 1 Chestnut St. #114, Providence, RI 02903, (401) 273-2785. (18)

**"Sleeper"**, 7'10" car toppable sailing cruiser. Slps 2 below deck. Plans \$37, info \$3.  
EPOCH PRESS, P.O. Box 3047, San Rafael, CA 94912. (97P)

**Row to Alaska by Wind & Oar**, new book about adventure of retired couple rowing up Inside Passage to Alaska. Reviewed in March 15, 1995 issue. \$12 postpaid.  
NANCY ASHENFELTER, 3915 "N" Ave., Anacortes, WA 98221. (TF)

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W.F. SARGENT, 636 N. River Rd., Auburn, ME 04210-9472. (TF)

**The Wee Lassie**, a quarterly newsletter devoted to the open double paddle canoe. 8 yrs of publication. \$5 for 1 yr trial subscription.  
MAC Mc CARTHY, 1705 Andrea Pl., Sarasota, FL 34235. (TF)



**Building Plans: "Fiddlehead"**, 10-1/2' decked canoe. \$39. **Thistle**, 12' fin powered pedal boat. \$50. Traditional constr, full sized patterns, extensive bldg manuals. Send for details  
H. BRYAN BOATBUILDING, RR4, St. George, NB E0G 2Y0, Canada. (97P)

**Canoeing Journals of James S. Cawley, 1915-1919**. Available in paperback. Daily writings of canoeing & camping on various adventure cruises. Written by co-author (with wife) of *Exploring the Little Rivers of New Jersey*, these journals were re-discovered & are now published for the 1st time. \$10 postpaid.  
NANCY C. JEROME, 160 Godfrey Rd., E. Thetford, VT 05043. (TF)



**Dory Plans**, row, power & sail. 30 designs 8'-30'. Send \$3 for study packet.  
DOWN EAST DORIES, Dept. MB, Pleasant Beach Rd., S. Thomaston, ME 04858. (TF)

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D.R. GETCHELL, SR., 56 Pease Town Rd., Appleton, ME 04862-6455. (TF)

## BOOKS & PLANS WANTED

**SBJ Back Issues**, nd #12, #15, #38-#41, #59, #66, #72. Will consider other issues if necessary.  
DOUG SMITH, 5471 N.N. Rd., Garden, MI 49835, (906) 644-2205. (18)

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BILL KIRK, Captain's Delivery Service, 19 Argyle Pl., N. Arlington, NJ 07031, (201) 991-6894, fax (201) 460-0011. (TF)

**Waterfront Property**, 100' on the Connecticut River in Portland, CT. 2-1/2 acres land w/small Cape. Zoned for marine related activities, house can be lived in. Asking \$110,000.  
DICK DUDEK, Waterford, CT, (860) 277-2858. (19)

## MARINE RELATED ITEMS WANTED

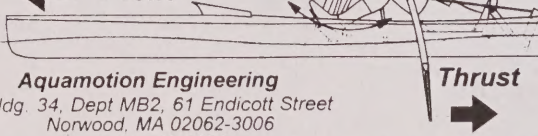
**Sailing Partner**, to sail small catamaran from Ft. Lauderdale, FL to Virginia Beach, VA, May 5, 1997 participating in the Worrell 1000 Race. Will take 2 weeks to finish.  
AL LEVINE, Centerport, NY, (516) 892-7673. (19)

**Cats on Ships**, sources, anecdotes, graphics, marine archeological notations, logs, mentioning cats on ships from 1600BC to 19th century for research paper, possible book. Will acknowledge & pay costs for mail/fax.  
ALBERT J. HABERLE, DVM, 2 Elm St., Noank, CT 06340, (860) 536-6656, fax (860) 536-4616. (19)

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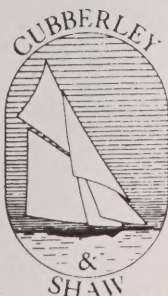
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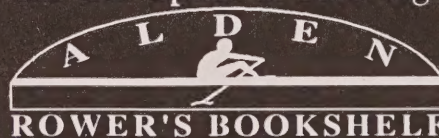
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